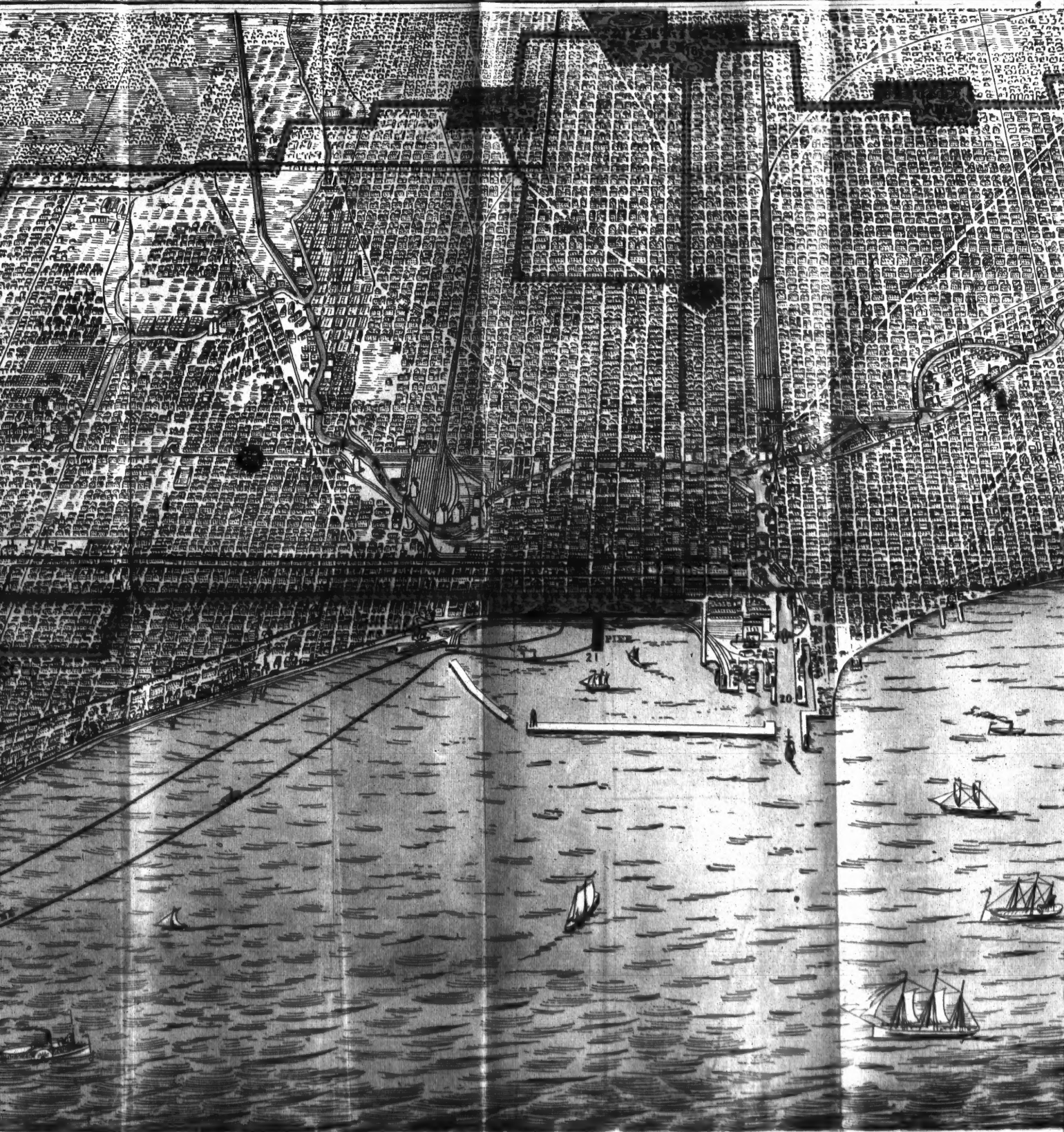
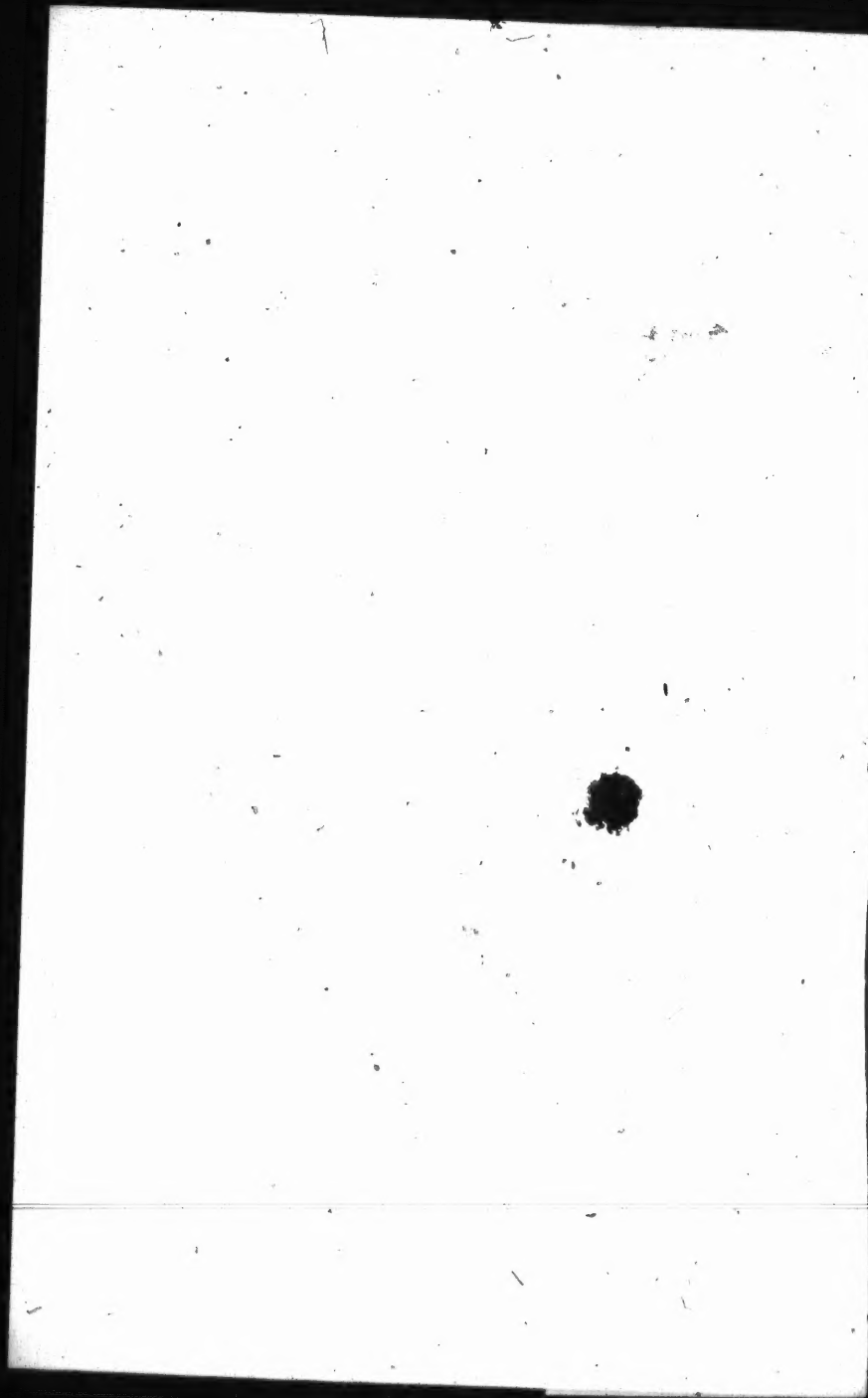




1. Michigan Boulevard. 12. Lumber District. 13. Dearborn Park. 14. Garfield Park. 15. Humboldt Park. 16. Union Stock Yards. 17. Michigan and Illinois Canal. 18. Union Park. 19. Water Works and Tower. 20. Chicago River. 21. Lake Park and U. S. Government Harbor.

BIRD'S EYE VIEW OF CHICAGO, 1893.



FOR
WORLD'S FAIR TAKE
BOARD OF TRADE.

Grand Trunk Ry.
MANUFACTURES AND LIBERAL ARTS.



4 TRAINS DAILY, G. T. R. TO CHICAGO.

Union + Bank + of + Canada

CAPITAL PAID-UP, - - -

\$1,200,000

REST, - - -

225,000

HEAD OFFICE, - QUEBEC

BOARD OF DIRECTORS

ANDREW THOMSON, ESQ., PRESIDENT.

HON. E. J. PRICE, - VICE-PRESIDENT.

D. C. THOMSON, ESQ.

E. J. HALE, ESQ.

E. GIROUX, ESQ.

JAS. KING, ESQ., M.P.P.

SIR A. T. GALT, G. C. M. G.

E. E. WEBB, General Manager.

J. G. BILLET, Inspector.

BRANCHES AND AGENCIES

Alexandria, Ont.
Boisvein, Man.
Carberry, Man.
Chesterville, Ont.
Iroquois, Man.
Lethbridge, N. W. T.

Merrickville, Ont.
Montreal, Que.
Moosomin, N.W.T.
Neepawa, Man.
Ottawa, Ont.
Quebec, Que.

Quebec, (St. Lewis St.)
Smith's Falls, Ont.
Souris, Man.
Toronto, Ont.
Warton, Ont.
Winchester, Ont.

Winnipeg, Man.

FOREIGN AGENTS

LONDON, Paris Banking Co. and The Alliance Bank, Ltd.

LIVERPOOL, " " " "

NEW YORK, National Park Bank.
BOSTON, Lincoln National Bank.
MINNEAPOLIS, First National Bank.
ST. PAUL, St. Paul National Bank.

CHICAGO, ILL., Globe National Bank.
BUFFALO, Queen City Bank.
CLEVELAND, Cleveland National Bank.
DETROIT, First National Bank.

GREAT FALLS, MONT, First National Bank.

Canada

200,000

225,000

EBEC

Q.
P., M.P.P.

ETT, Inspector.

(St. Lewis St.)
Falls, Ont.
Map.
p. Ont.
n, Ont.
ster, Ont.

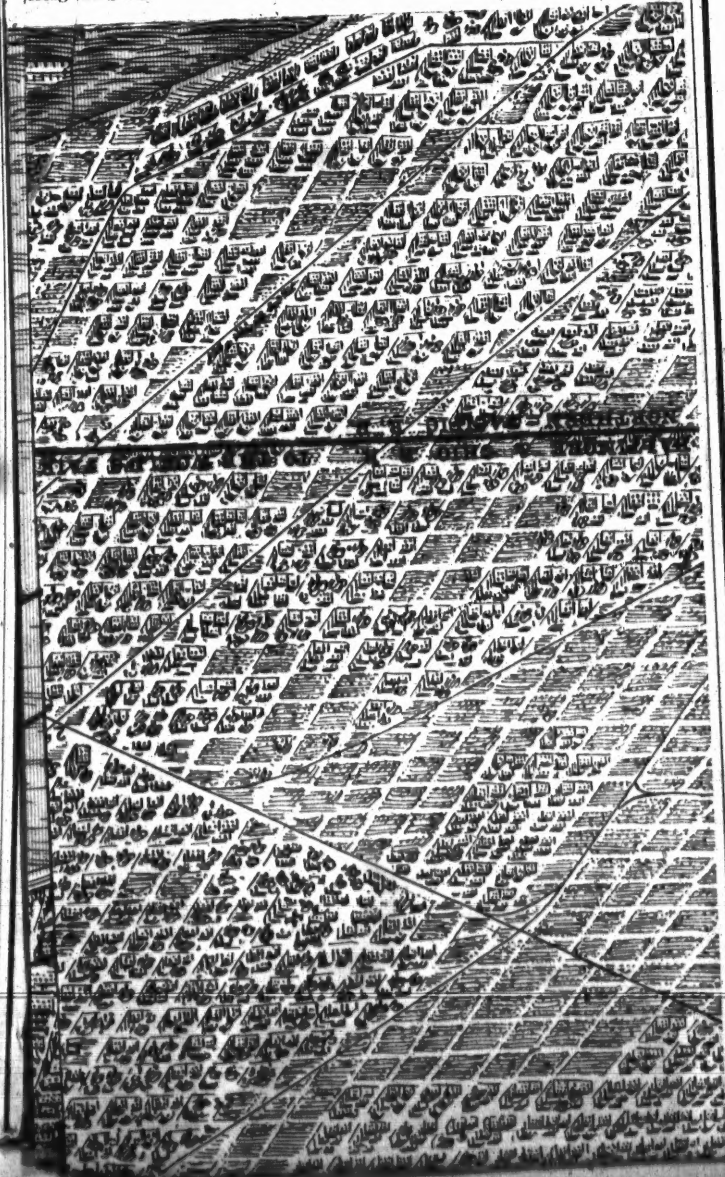
Ltd.

National Bank.
Green City Bank.
National Bank.
National Bank.

I

VI

2. Grand Cross



1893

KEY TO

A71 Arizona
Arkansas
California
Colorado
Connecticut
Delaware
Florida
Georgia
Mississippi
Tennessee
Idaho
Indiana

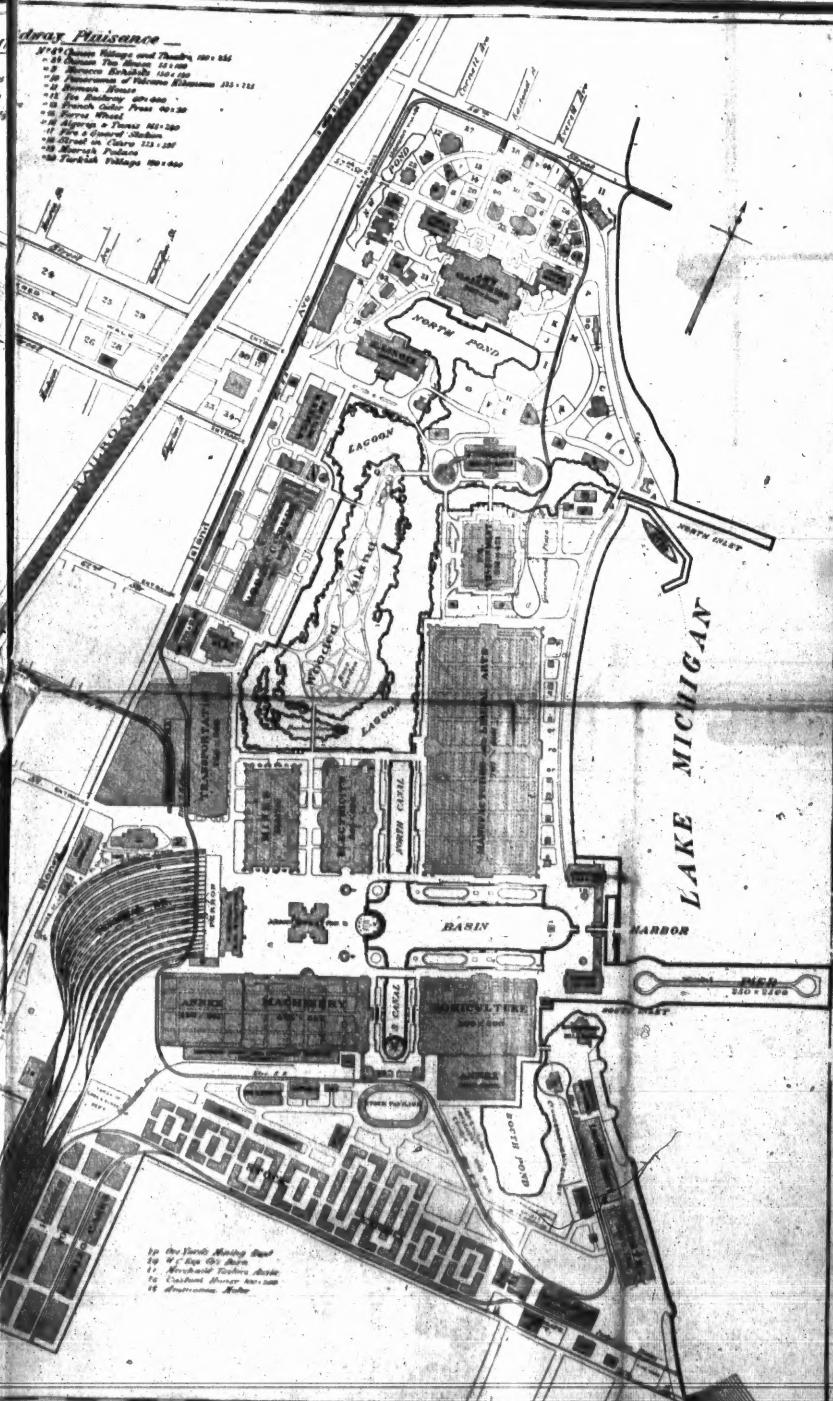
- | | |
|-------|----------------|
| N° 13 | Nebraska |
| " 14 | Nevada |
| " 15 | New Hampshire |
| " 16 | New Jersey |
| " 17 | New York |
| " 18 | North Dakota |
| " 19 | North Carolina |
| " 20 | Ohio |
| " 21 | Pennsylvania |
| " 22 | Rhode Island |
| " 23 | South Dakota |
| " 24 | Texas |
| " 25 | Vtch |
| " 26 | Vermont |
| " 27 | Virginia |
| " 28 | Washington |
| " 29 | West Virginia |
| " 30 | Wisconsin |
| " 31 | Wyo. State |

A	Great Britain	J	Guatemala
K	Russia	A	Sweden
C	Germany	L	Turkey
D	Sweden	N	Norway
P	Colombia	M	Austria
K	Haiti	O	Costa Rica
G	Brazil	P	France
J	Nicaragua	Q	Japan
A	Costa Rica	S	Canada

[illegible]

N^o 1 Depot
" 2 Nursery Exhibit
" 3 Doherty Village 100+100
" 6 Captive Indian 200+225
" 7 Austrian Village 100+200
" 8 Indian Village
" 9 American or Ind. Ex.

37-49 Chinese Village near Thauru 100 x 55
 48 Chinese Ten House 15 x 100
 49 Chinese Kitchens 150 x 100
 50 Japanese Village Kikunaru 132 x 72
 51 German House
 52 Ice Building 400 x 400
 53 French Outer Pass 40 x 30
 54 Furze Wheel
 55 Japanese + Towns 165 x 240
 56 Fire + Cannon Station
 57 Street on Town 125 x 100
 58 Japanese Palace
 59 Turkish Village 100 x 400

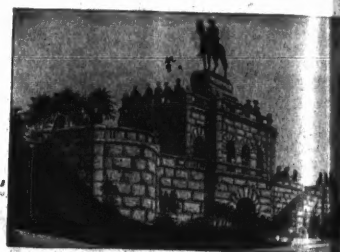




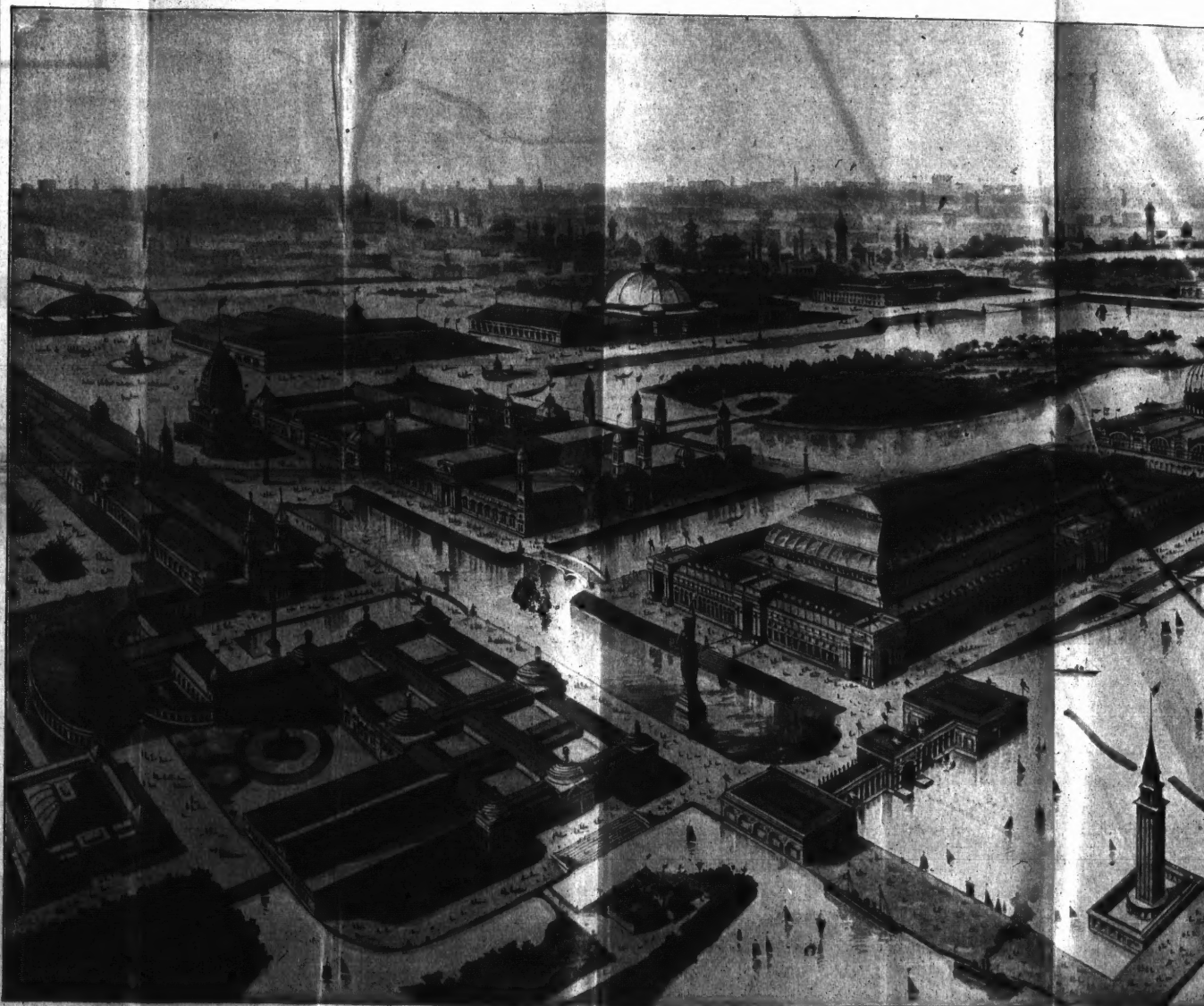
ARMOUR ELEVATOR—Largest in the World Capacity 2,500,000 Bushels



POLICE MONUMENT—Haymarket Square



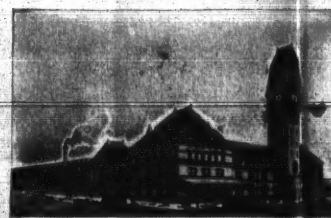
GRANT MONUMENT—Lincoln Park



UNION DEPOT



CHICAGO AND NORTHWESTERN DEPOT



POLK STREET DEPOT





TRISTON



POLICE MONUMENT - Haymarket Square



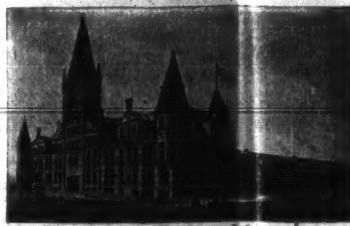
GRANT MONUMENT - Lincoln Park



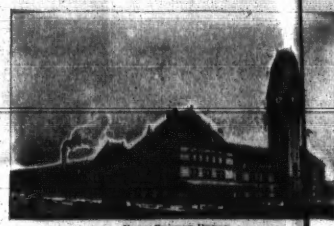
COPIED



GRANT CENTRAL



UNION AND NORTHWESTERN DEPOT



POLK ROBERT DEPOT



Lincoln Park.



Territorial Building.



Leary Prison and Museum.



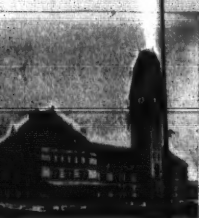
Cook Co. Hospital.



Great Northern Hotel.
Corner Dearborn, Jackson and Quincy Streets.



New Twelfth Street Station, Illinois Central.
Now Being Erected.



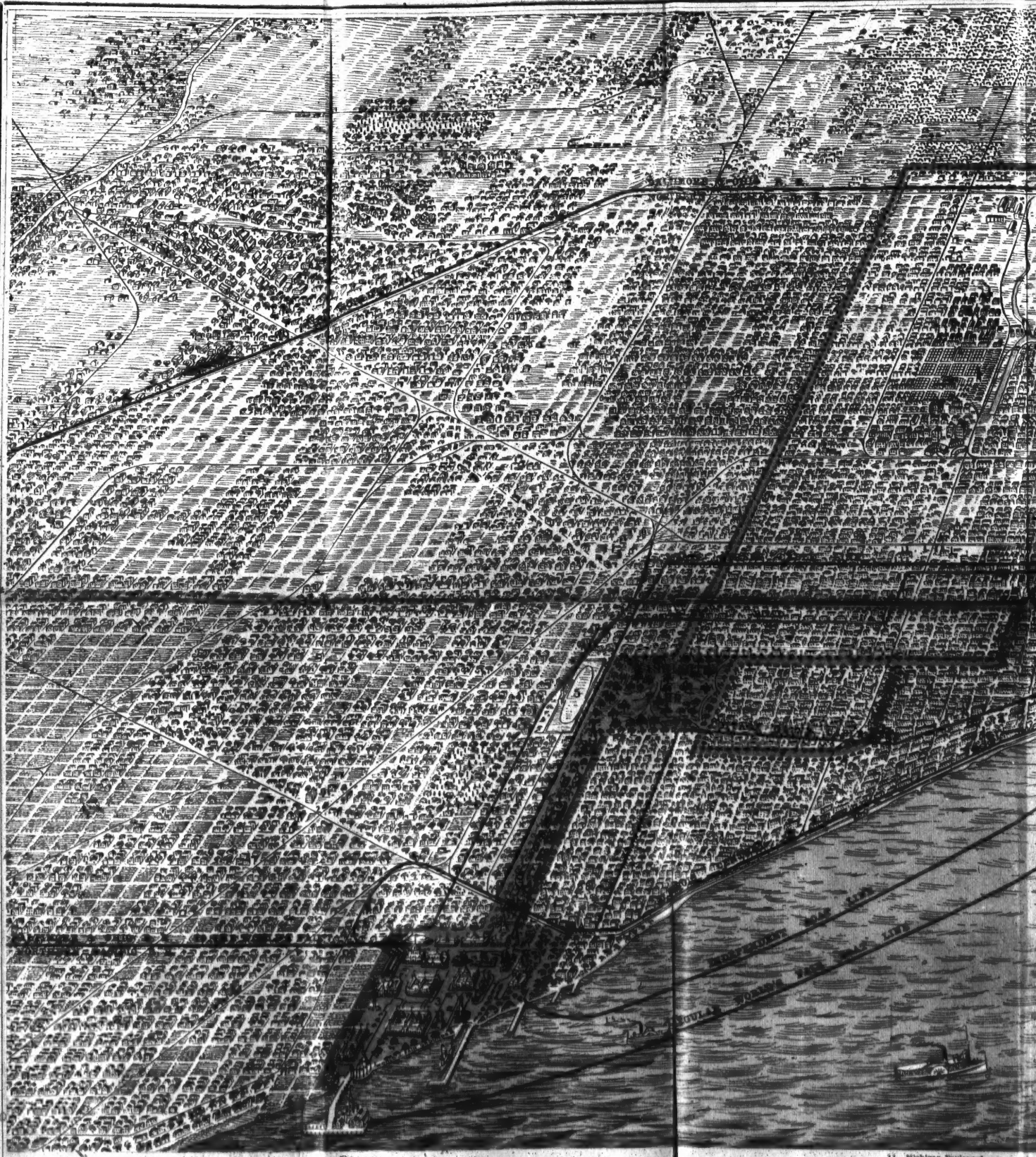
Clark Street Depot.



Grand Central Depot.



Van Buren Street Depot.



1. Grand Ave.

2. World's Columbian Exposition

3. Midway Plaisance

4. Washingtonian Track

5. Washington Park

6. Deseré Boulevard

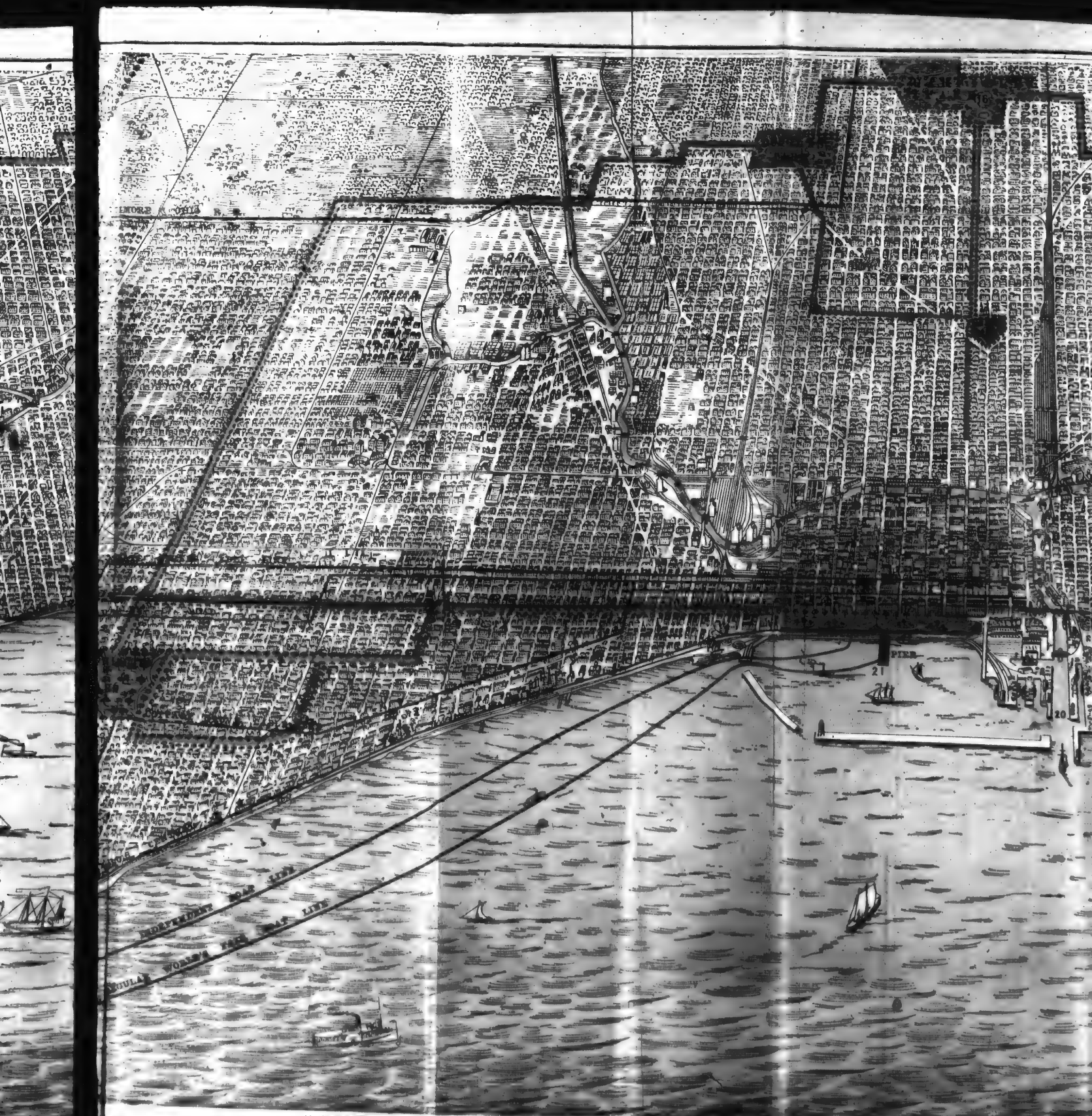
7. Michigan Boulevard

8. Grand Boulevard

9. Oakwood Boulevard

10. Union Stock Yard

BIRD'S EYE



CHICAGO, ILLINOIS.
N. Chicago Boulevard.

11. Michigan Boulevard.
12. Oakwood Boulevard.

13. Union Street.

14. Lombard Street.
15. Michigan and Illinois Streets.

16. South Street.

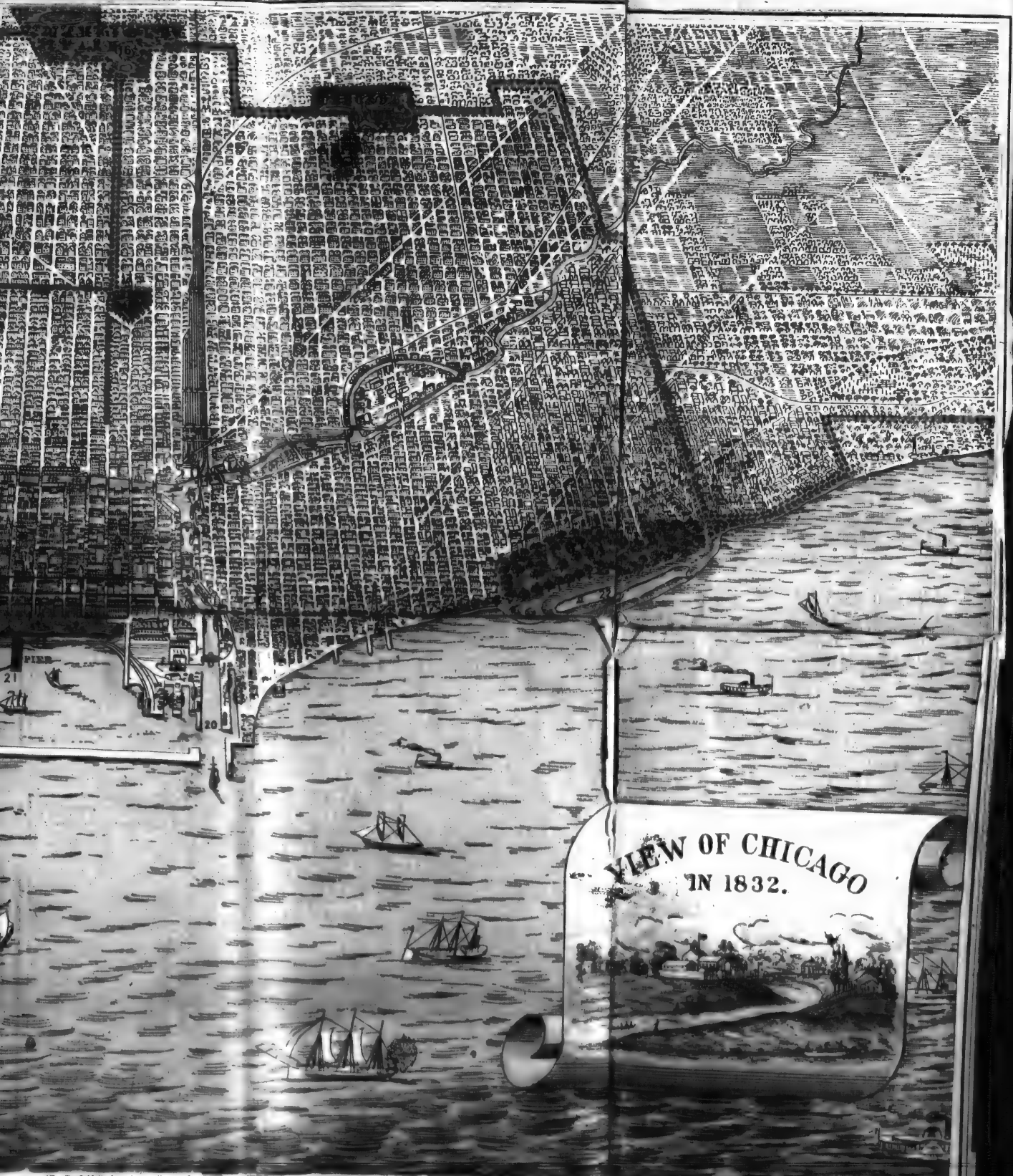
17. Garfield Park.

18. Union Park.

19. Lake Park and U.S. Government Station.

20. Chicago River.

BIRD'S EYE VIEW OF CHICAGO, 1893.



**VIEW OF CHICAGO
IN 1832.**



16. Garfield Park.
17. Union Park.
and U. S. Government Station.

18. Chicago River.

19. Humboldt Park.
20. Water Works and Town.

21. Lincoln Park.

COPYRIGHT, 1893, BY PETER ROY, CHICAGO, ILL.

22. Abnerdon Drive.



W

COMP

WORLD
CH

Edited by t

Dep

N. 1475 B. di P. Cur 309
ILLUSTRATED GUIDE

TO THE
WORLD'S FAIR

—AND—
CHICAGO

BEING A
COMPLETE DIRECTORY AND GUIDE

—TO THE—
WORLD'S FAIR GROUNDS AND BUILDINGS, AND OF THE CITY OF
CHICAGO, ITS HOTELS, THEATERS, GREAT OFFICE BUILD-
INGS, RAILROADS, STREET RAILROADS, PARKS
AND ALL OTHER POINTS OF INTEREST.

A COMPLETE HISTORY CONTAINED WITHIN A FEW PAGES.

Edited by thoroughly competent Experts, and brought down to date
THE MATTER CONTAINED IN THIS GUIDE IS AUTHENTIC

Paul Hull

Department of Publicity and Promotion World's Columbian Exposition.

Copyright 1893, by THE BLAKELY PRINTING CO., CHICAGO.

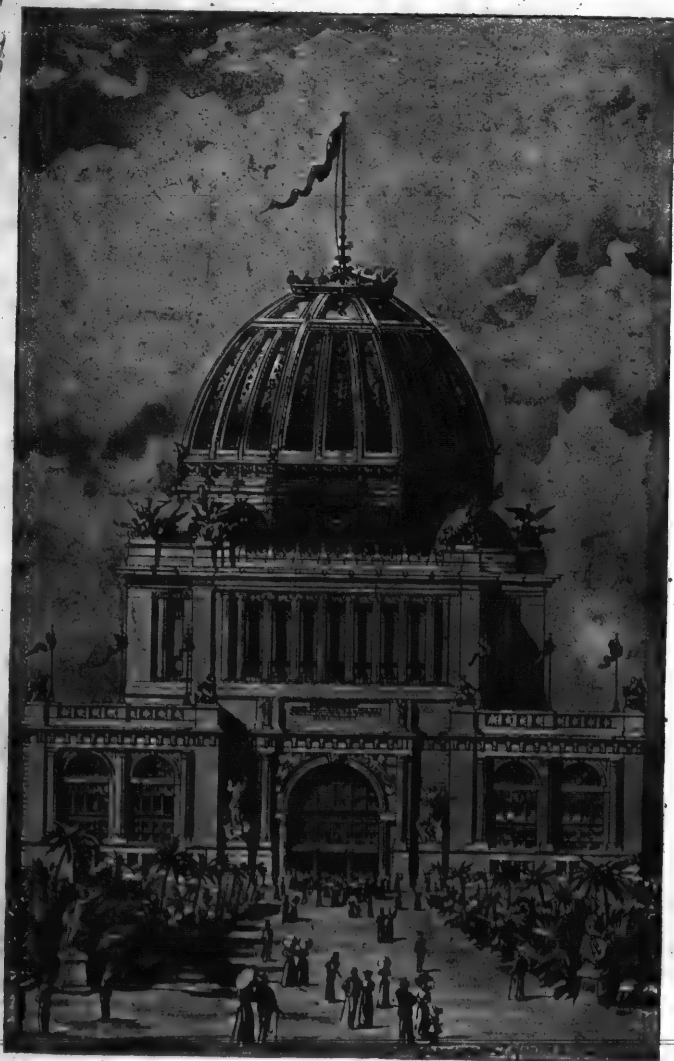
FRANK CARREL

PUBLISHER.

QUEBEC, CANADA.

607,3477
311

129
1893
81
Cnp



ADMINISTRATION BUILDING—See Page 13.

reference.
ciated with
means easy
of a super
one who is in
development
Chicago is
bounds, and
until they sh
boulevards, f
buildings, lib
suburbs, grea
little book sh
World's Fair
All the leadin
structions ho
telegraph and
office building
sorts of knowl
work was rele
and its growth
down to date o



INTRODUCTION

OLUMBIAN Exposition of 1893 is the greatest undertaking of the kind the world has ever seen. The majesty and beauty of its buildings, the extent and magnitude of the grounds, and the infinitely varied character of its exhibits will make it, not the eighth wonder of the world, but the first, eclipsing the seven that have borne that distinction for so many centuries. The history of this enterprise must be of unfailing interest to everybody. This is, however, an age of quick thought and rapid movement. Massive books laden with details are for the student and scholar, and the few men of leisure. It was this idea, clearly impressed, that led the publishers to get out this work; one that should be complete, yet concise; a book that one can slip in his pocket and pull out anywhere for reference. A writer of marked ability and one who has been intimately associated with the World's Fair since its inception essayed the task, a by no means easy one, and has succeeded in covering the whole ground without the use of a superfluous word or the omission of a single important fact. Only one who is in close relation with the management and identified with the development of the details, could have accomplished the work.

Chicago is the marvel of the age; its fame has extended to the remotest bounds, and the tens of millions who will visit here this year will not go away until they shall have had an opportunity to see its perfect park system, broad boulevards, fountains, statues and monuments, palatial hotels, grand office buildings, libraries, art galleries, Auditorium, Board of Trade, picturesque suburbs, great waterworks, immense stockyards. It is proper, then, that this little book shall be a guide for the stranger throughout the city as well as the World's Fair grounds. In these pages will be found complete information. All the leading points of interest are clearly pointed out, together with instructions how to reach them. The various railroads, depots and offices, telegraph and express offices, banks, hotels, with their capacity and rate, office buildings, hack and cab regulations and charges—in short, any and all sorts of knowledge necessary for intelligent guidance about the city. This work was relegated to a writer who has for years made a specialty of Chicago and its growth. As in the case of the World's Fair, everything is brought down to date of publication.



ART PALACE—See Page 5.

The
ance, an
district.
boat, 45
Visit
By th
Woodlaw
fare, 25 c
By V
between
posite the
15,000 pas
By th
entrance
passenger
By th
20,000 pas
By th
entrance.
By Ba
day, from

H
Consult
your point
description
entrance is
Street Ent

The vis
Fine A
feet. Total
square feet.
east and wes
eter of dome
signer-in-chi
13,000,000 br
This bul
to be tempor
South of
Illinois
Height of don



THE WORLD'S FAIR



HOW TO REACH THE GROUNDS

The Exposition Grounds include all of Jackson Park, and the Midway Plaisance, and lie seven miles south of the City Hall, or center of the downtown district. Time from the city to the grounds—by railroad, 30 minutes; by steamboat, 45 minutes; by cable cars, 45 minutes; by elevated lines, 30 minutes.

Visitors can reach the grounds from the city:

By the Illinois Central Railroad, leaving the cars at South Park station or Woodlawn Park station. Trains run every 20 minutes each way. Round trip fare, 25 cents. Capacity, per hour, 21,600 passengers.

By World's Fair Steamship Company, leaving the docks on the lake front, between Monroe and Van Buren streets, and landing at the Exposition pier, opposite the foot of 63d street. Round trip fare, 25 cents. Capacity per hour, 15,000 passengers.

By the Cottage Grove avenue cable cars, which run as far as the South Park entrance to the grounds. Fare, 5 cents each way. Capacity per hour, 20,000 passengers.

By the State Street cable cars. Fare, 5 cents each way. Capacity per hour, 20,000 passengers.

By the Elevated Railroad from Congress Street, which runs to the 63d Street entrance. Fare, 5 cents each way. Capacity per hour, 20,000 passengers.

By Baltimore & Ohio and Northern Pacific lines. Capacity 15,000 per day, from western suburbs.

HOW TO SEE THE GROUNDS AND BUILDINGS

Consult the ground plan map in the front of this Guide, and beginning at your point of entrance to the grounds, follow the route indicated. In the following description of the grounds and buildings visitors will begin where their point of entrance is indicated by heavy-faced type, as "**South Park Entrance**," "**63d Street Entrance**," "**Pier Entrance**."

ROUTES OF THE GROUNDS

SOUTH PARK ENTRANCE

The visitor first encounters the building for

Fine Arts—Dimensions, 320 by 500 feet. Two annexes, each 120 by 200 feet. Total floor area, 5.1 acres. Total wall area for picture hanging, 145,852 square feet. The nave and transept, which intercept the building north, south, east and west, are 100 feet wide by 70 feet high. Height of dome, 125 feet. Diameter of dome, 60 feet. Cost of building, \$670,000. Architect, P. B. Atwood, designer-in-chief of the construction department of the Exposition. Material—13,000,000 brick, 1,350,000 pounds of structural iron, 3,000,000 feet of lumber. This building is necessarily fire-proof, although the construction is designed to be temporary. The walls are brick, the roof, floors and galleries are of iron.

South of the Fine Arts building and across the lake is the building for

Illinois—Dimensions, 160 by 450 feet. Floor area, 3.2 acres. Cost, \$250,000. Height of dome, 236 feet. Architects, Boyington & Co., of Chicago. Material—



WOMAN'S BUILDING. See Page 7.

by 123
halls.
the nor
the Sta

At

Wo

Cost, \$1
000 feet

The
is 70 by
skylight
oriental

The

Mid

seven-eig
ing it w
shown al

Cont

front of

Hori

of dome,
L. P. Jer
of iron.

The

the cente
270 feet;
Under th
ion has g

Flow

particular
will be th
be every
shores. T
the Fair,
open in M
will close
tural build

The F



3,000,000 feet of lumber; 1,300,000 pounds of iron.

This building is by far the most pretentious of the State buildings, and can be classed as one of the great exposition structures. Its north wing is a fire-proof memorial hall, 50 by 75 feet, where will be kept relics and trophies owned by the State.

The south wing is 75 by 123 feet, and is three stories high. It contains office rooms and two public halls. The main entrance faces the south, and there are imposing entrances at the north and west ends. A tenth part of the space in the building is devoted to the State Woman's exhibit.

At the head of the lagoon is the

Woman's Building—Dimensions, 199 by 388 feet. Floor area, 3.3 acres. Cost, \$138,000. Architect, Miss Sophia G. Hayden, of Boston. Material—1,600,000 feet of lumber, and 173,900 pounds of iron.

The building is two stories high, with an elevation of 60 feet. The rotunda is 70 by 65 feet, reaching through the height of the building, and covered with a skylight. On the roof of each pavilion is a garden which will be covered with oriental awning. One will serve as a cafe, and the other as a tea garden.

The Woman's Building marks the foot of the

Midway Plaisance—Part of the exposition site; a narrow strip of land, seven-eighths of a mile in length, extending west from Jackson Park and connecting it with Washington Park. It contains 80 acres. In its territory will be shown all the mercantile and amusement features of the Fair.

Continuing south, the visitor passes down the long esplanade on the east front of the building for

Horticulture—Dimensions, 250 by 998 feet. Floor area, 6.6 acres. Height of dome, 132 feet. Diameter of dome, 180 feet. Cost, \$300,000. Architect, W. L. P. Jenney, of Chicago. Material—2,500,000 feet of lumber, 1,138,338 pounds of iron.

The plan is a central pavilion with two end pavilions, each connected with the center by front and rear curtains, forming two interior courts, each 88 by 270 feet. These courts are planted with shrubs and orange and lemon trees. Under the dome will grow the tallest palms, bamboos and tree ferns. Each pavilion has galleries, and in the galleries of the end pavilions are cafes.

Flowers—There will be displays of flowers in all parts of the grounds, but particularly around the Horticultural building and on the Wooded Island. Here will be the rose garden with more than 50,000 rose bushes in it. Here also will be every variety of flowering shrub and tree, with aquatic plants along the lagoon shores. There will be a "procession" of flowers throughout the six months of the Fair, special attention being devoted to each in its season. The Fair will open in May with a million tulips in bloom around the Horticultural building, and will close in October with a great chrysanthemum show. Inside the Horticultural building, the Fair will open with the greatest show of orchids ever seen.

The Horticulture building faces the center of the



HORTICULTURAL BUILDING—See Page 7.

The pub
253 in num
and high
and theolo
science, an
the Union
is a repres
College of
Medical Co
Hospital, an
ince. With
the College
ing School f
include the
at Evandor
Morgan Par
(Congregat
terian Theo
located on M
lege (Roman
Western The
on Washing
Chicago, wh
Rockefeller,

Railway Or
50 cents a per

Two Horse
for one or tw
between five a
no charge.

One Horse
mile for one
additional mil
charges by the
each additiona

There are a
stations which w
the Washington
situated at South

Yachting.—T
along the Lake
and Lincoln Par
ones. Sail yac
Front at the foot
boats may also b

Fishing is ind
and in the lesser
sin, if one has
Government Pier
the harbor front
anglers who take
Front steamers, w
the pier and retur

Guide to the World's Fair and Chicago.

EDUCATIONAL INSTITUTIONS

The public school buildings of Chicago are 253 in number. These include primary, grammar and high school, 15 colleges of law, medicine and theology, a number of academies of art and science, and two universities. Of the law schools, the Union College of Law, 80 and 82 Dearborn, is a representative. Of the medical colleges, College of Physicians and Surgeons and Rush Medical College (both adjoining Cook County Hospital) are handsome and commodious buildings. With the medical colleges may be classed the College of Pharmacy and the Illinois Training School for Nurses. The theological colleges include the Garrett Biblical Institute (Methodist) at Evanston; the Baptist Union Seminary at Morgan Park; the Chicago Theological Seminary (Congregational) at Union Park; the Presbyterian Theological Seminary of the Northwest, located on North Halsted St.; St. Ignatius College (Roman Catholic), West Twelfth St., and Western Theological Seminary (Episcopalian), on Washington Boulevard. The University of Chicago, which has been endowed by John D. Rockefeller, has its main front on Midway

Place, and will cover twenty-five acres of ground. The Chicago Athenaeum, located on Van Buren St., is a private institution, but over 10,000 pupils have enjoyed its liberal advantages; its directors including some of the most substantial Chicagoans. The North-Western University, located at Evanston, has a course of instruction of a most complete character, and the buildings are of a high order.

ART INSTITUTE.

The Art Institute is attended by about 400 pupils, and is self-supporting. A large structure is being erected on land donated by the city on the Lake Front, facing Adams St. The building will stand as a memorial of the World's Fair, and is to be used at that time for the assemblies of the "World's Congress Auxiliary." The Collections of the Illinois Art Association, the Illinois Club, at 154 Ashland Boulevard, the Vincennes Gallery of Fine Arts, at 3841 Vincennes Ave., and the galleries of several of the principal clubs, are well worth visiting.

FARES OF HACKS, CABS, ETC.

Railway Omnibus from one depot to another, 50 cents a person.

Two Horse Hack from one depot to another, for one or two passengers, \$1.00. Children between five and fourteen, half-rates; under five no charge.

One Horse Vehicles charge 25 cents per mile for one passenger, and at same rate for additional miles for one or more passengers. Charges by the hour: First hour, 75 cents; for each additional quarter hour, 20 cents.

Two Horse Vehicles charge \$1.00 for one or two passengers one mile; two miles, \$1.50; over two miles, \$2.00; each additional passenger, 50 cents. By the hour, for one or two persons, first hour, \$2.00; each additional hour or part of an hour, \$1.00. Every passenger is allowed to have conveyed free one trunk, and for each additional package over 100 pounds, 15 cents.

Express Wagon Charges are 50 cents per trunk or valise to any part of the city. Notwithstanding the above information, it would be advisable to make cab contracts in advance, to avoid misunderstanding.

RACING AND ATHLETIC SPORTS

There are a number of Racing Park Associations which will interest turfmen, among them the Washington Park Club ranking highest, and situated at South Park Avenue and 61st St.

Yachting.—There are numerous yacht clubs along the Lake Front, the Chicago Yacht Club and Lincoln Park Yacht Club being the principal ones. Sail yachts can be hired on the Lake Front at the foot of Congress St., where steamboats may also be secured.

Fishing is indulged in along the Lake Front and in the lesser lakes of Michigan and Wisconsin, if one has time to visit the latter. The Government Pier, making a break water across the harbor front, furnishes pleasure to numerous anglers who take the Van Buren St. and Lake Front steamers, which run regular excursions to the pier and return.

Athletic Sports and Clubs are numerous. The new building of the Chicago Athletic Club, on Michigan Ave., is the most magnificent structure devoted to athletic sports in America, and will be opened June 1st, 1893. The Y. M. C. A. and Athenaeum are both well equipped gymnasia.

Baseball.—National League Baseball Grounds.—Weekday Games cor. Wentworth ave. and 35th st. Sunday Games cor. Lincoln and Polk sts., West Side.

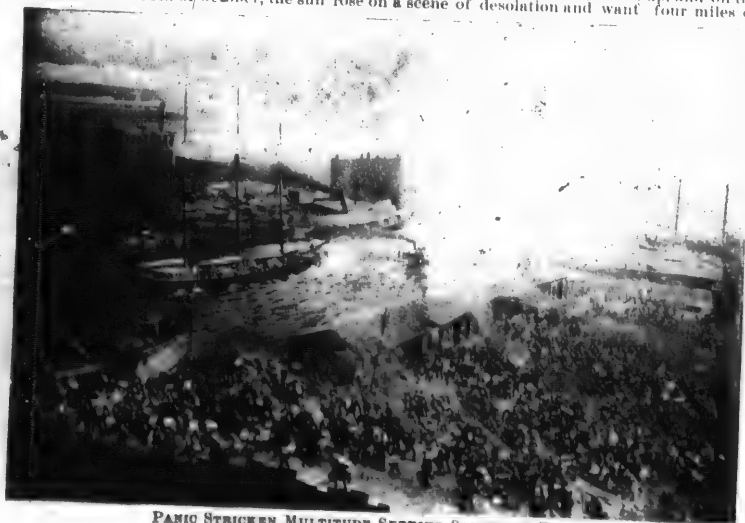
Crickets.—The Chicago Cricket Club at Park side and the Pullman Cricket Club are both very good clubs, while there are numerous others.

Bicycling and Tricycling.—The fine roadways of the boulevards and parks afford sport in this direction to thousands of cyclists. There are a great many clubs all over the city, too numerous to mention.



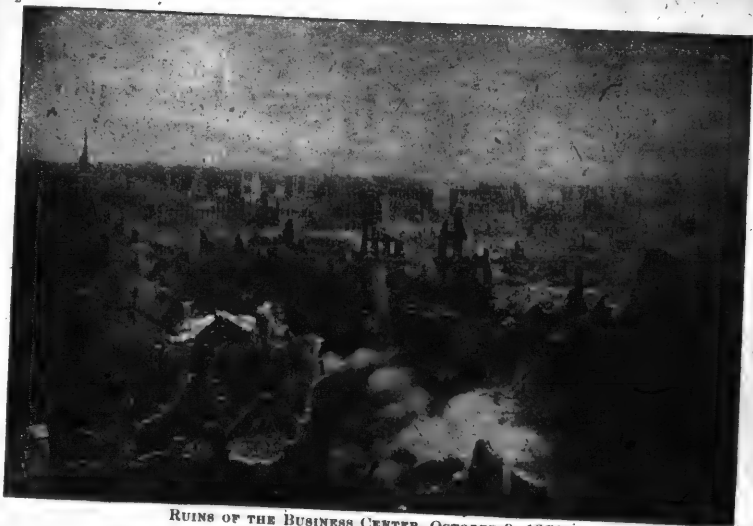
LOOKING NORTH—THE PANIC AT RUSH STREET BRIDGE.
THE GREAT FIRES OF 1871.

On the night of the 8th of October, the air seemed like the hot winds of the desert. On the night of Saturday a fire had broken out in the southwest part of the city, which had been subdued. When the awful calamity broke upon the city on that Sunday night, the flames burst forth with a fury never paralleled in the annals of the world. Rapidly they spread, consuming four miles of solid buildings. The waterworks pumps gave out, engines were burned up, and on the morning of the 11th of October, the sun rose on a scene of desolation and want four miles of



PANIC STRICKEN MULTITUDE SEEKING SAFETY IN FLIGHT.
SCENES FROM THE CHICAGO FIRE CYCLOPAMA.

smoking
in ruins
But sad
world a
distress
was a m

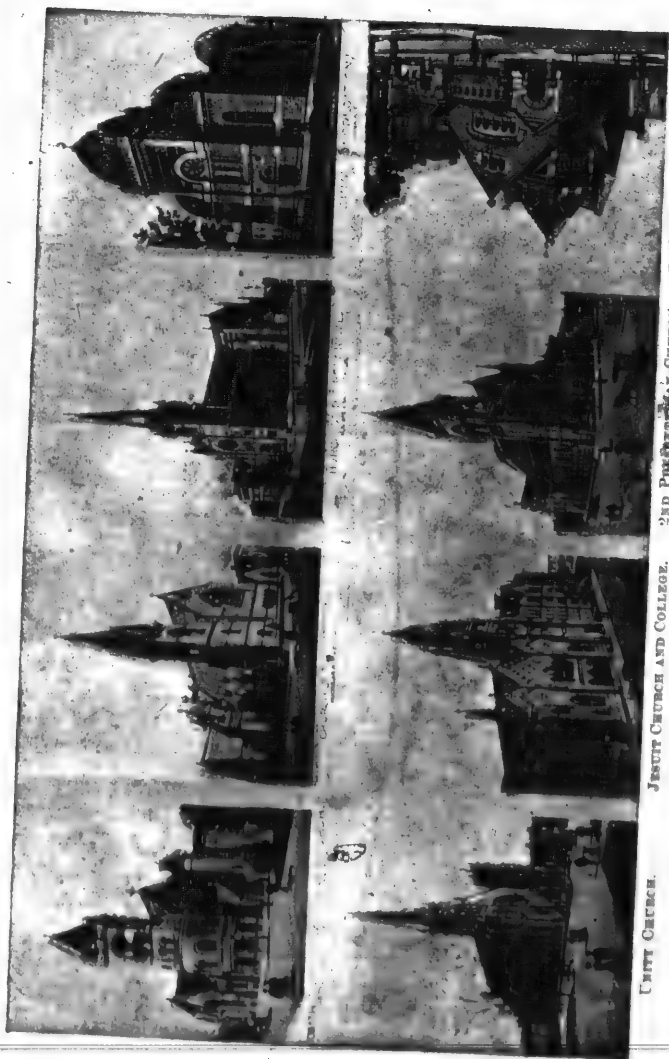


RUINS OF THE BUSINESS CENTER, OCTOBER 9, 1871.

smoking ruins, over 100,000 people shelterless, banks, telegraphic offices, insurance companies, in ruins, safes with their contents useless; hunger and want staring a vast number in the face. But saddest of all, was the great loss of life, which at lowest estimate was 150. Had not the world at large come forward promptly with aid, in the shape of food, clothing and money, intense distress must have followed this disaster, for the business portion and part of the residence city, was a mass of ruins.



MICHIGAN AVENUE AND LAKE FRONT—LOOKING SOUTH.
SCENES FROM THE CHICAGO FIRE CYCLOPAMA.



UNITY CHURCH. JESUIT CHURCH AND COLLEGE. 2ND PURITAN CHURCH. ST. PAUL'S UNIVERSAL CHURCH.

OF
Adams E.
Allerton,
American
A. H. And
Andrews,
Ashland,
Arcade, 1
Atlas, 45
Athenaeum
Auditorium
Ayres, 18
Batchelder
Bay State
Board of T
Bonfield,
Borden, R
Bort, 17-2
Boyce, 115
Boylston,
Brother Jo
Bryan, 16
Calumet, 1
Caxton, 32
Central Ma
Central Mu
Central Un
Ceylon, Wa
Chamber o
Chemical B
Chicago Ope
Chickering
Chico, 84
Citizen's Ba
City Hall, W
Cobb's 124
Columbus, 1
Commerce,
Commercial
Como, 325 E
Counselman
Court House
Crilly & Blai
Criminal Co
Custom Hou
Dale, 308 De
Davison, 155
De Soto, 146
Dexter, 76 A
Dickey, 46 D
Donahue & H
Dore, State a
Drake, State
Ely, Waban
Empire, 130
Equitable, 11
Evening Jour
Exchange, Va
Fairbanks, W
First National
Forbes, 193 W
Franklin, 340
Fry, 84 and 86
Fuller, 148 an
Fullerton, 94
Gaff, 230 La S
Greenbaum,
Grocers, 29-43
Hale, State and

OFFICE BUILDINGS AND THEIR LOCATIONS

Adams Express, 185 Dearborn st.
Allerton, South Water street, near State st.
American Express, 72 and 74 Monroe st.
A. H. Andrews & Co., 215 Wabash ave.
Andrews, 155 La Salle st.
Ashland, Clark and Randolph st.
Arcade, 156-164 Clark st.
Atlas, 45-61 Wabash ave.
Athenaeum, 12 and 14 Van Buren st.
Auditorium, Congress st. and Wabash ave.
Ayres, 166-172 State st.
Batchelder, Clark and Randolph sts.
Bay State, State and Randolph sts.
Board of Trade, La Salle and Jackson sts.
Bonfield, 199 Randolph st.
Borden, Randolph and Dearborn sts.
Bort, 17-21 Quincy st.
Boyce, 112-114 Dearborn st.
Boyston, 265-269 Dearborn st.
Brother Jonathan, 4 Sherman st.
Bryan, 160-174 La Salle st.
Calumet, 187-191 La Salle st.
Caxton, 328 Dearborn st.
Central Manufacturing, 74-88 Market st.
Central Music Hall, State and Randolph st.
Central Union, 277 Madison st.
Ceylon, Wabash ave. and Lake st. (Salle sta.)
Chamber of Commerce, Washington and La
Chemical Bank, 87 Dearborn st.
Chicago Opera House, Clark and Washington sts.
Chickering Hall, 239 Wabash ave.
Cisco, 84 and 90 Washington st.
Citizen's Bank, 119 and 121 La Salle st.
City Hall, Washington and La Salle sts.
Cobb's, 124 and 126 Dearborn st.
Columbus, State and Washington sts.
Commerce, 14 and 16 Pacific ave. (born sta)
Commercial National Bank, Monroe and Dear-
Como, 325 Dearborn st.
Counselman, La Salle and Jackson sts.
Court House, Washington and Clark sts.
Crilly & Blair, 171 Dearborn st.
Criminal Court, Michigan st. and Dearborn ave.
Custom House, Clark and Adams sts.
Dale, 308 Dearborn st.
Davison, 155 Fifth ave.
De Soto, 146 Madison st.
Dexter, 76 Adams st.
Dickkey, 46 Dearborn st.
Donahue & Henneberry, 407 Dearborn st.
Dore, State and Madison sts.
Drake, Wabash ave. and Washington st.
Dryce, State and Randolph st.
Ely, Wabash ave. and Monroe st.
Empire, 130 La Salle st.
Equitable, 110 Dearborn st.
Evening Journal, 161 Dearborn st.
Evening Post, 164-166 Washington st.
Exchange, Van Buren st. and Pacific ave.
Fairbanks, Wabash ave. and Randolph st.
First National Bank, Dearborn and Monroe sts.
Fortiss, 393 Washington st.
Franklin, 349 Dearborn st.
Fry, 84 and 86 La Salle st.
Fuller, 142 and 150 Dearborn st.
Fullerton, 94 and 96 Dearborn st.
Gaff, 330 La Salle st.
Greenbaum, 79 Fifth av.
Grocers, 29-43 Wabash av.
Hale, State and Washington st.
Hampshire, La Salle and Monroe sts.
Hansen, 116 Dearborn st.
Harding, 155 Washington st.
Hawley, 134 Dearborn st.
Henning & Speed, 121 Dearborn st.
Herald, 154 Washington st.
Hobbs, 95 Washington st.
Holt, 165 Washington st.
Hobbrook, 215 Wabash ave.
Home Insurance, La Salle and Adams sts.
Honore, 204 Dearborn st.
Howland, 184 Dearborn st.
Hymen, 146 South Water st.
Illinois Bank, 117 Dearborn st.
Imperial, 252 Clark st.
Ingals, 190 Clark st.
Insurance Exchange, La Salle and Adams st.
InterOcean, Dearborn and Madison sts.
Jarvis, 124 Clark st.
John Jones, 119 Dearborn st.
Katahdin, Dearborn st. near Van Buren st.
Kedzie, 126 and 122 Randolph st.
Kearsarge, Dearborn and Jackson sts.
Kent Block, 151 Monroe st.
Kent Building, 12 Sherman st.
Kentucky, 195-203 Clark st.
Kimball Hall, 243-253 Wabash av.
Kingsbury, 115 Randolph st.
King, 85 Washington st.
Lakeside, Clark and Adams st.
La Fayette, 70 La Salle st.
La Salle, La Salle and Madison sts.
Lenox, 88 and 90 Washington st.
Lind, Randolph and Market sts.
Lowell, 308 Dearborn st.
Lumber Exchange, South Water and Franklin sts.
Major, 151 La Salle st.
Mallars, 226 and 228 La Salle st.
Manhattan, 307-321 Dearborn st.
Manierre, Madison and Dearborn sts.
Marine, Lake and La Salle sts.
Mason, 94 Washington st.
Masonic Temple, State and Randolph sts.
McCormick, 73 Dearborn st.
McNiel, 130 Clark st.
McVickers, 78-84 Madison st.
Mentor, 163 State st.
Mercantile, 112-118 La Salle st.
Merchant's, La Salle and Washington sts.
Methodist Church, Washington and Clark sts.
Metropolitan, La Salle and Randolph sts.
Monadnock, Jackson and Dearborn sts.
Monon, 326 Dearborn st.
Montauk, 111-117 Monroe st.
Morrison, Clark and Madison sts.
National Life, 157-163 La Salle st.
Nevada, Franklin and Washington sts.
Nixon, 169-175 La Salle st.
Northern Office, Lake and La Salle sts.
Open Board of Trade, 18-24 Pacific ave.
Oriental, 122 La Salle st.
Otis, 156 La Salle st.
Owings, 213 Dearborn st.
Oxford, 24 La Salle st.
Parker, 97 Washington st.
Phoenix, 138 Jackson st.
Pontiac, Dearborn and Harrison st.
Portland, 109 Dearborn st.
Post Office, Clark and Adams sts.
Potwin, 136 Washington st.



WELLS STREET BRIDGE



UNION STOCK YARDS



COLUMBIA THEATRE



CHICAGO RIVER FROM RUSH STREET BRIDGE



H. N. HOAGLAND'S RESIDENCE



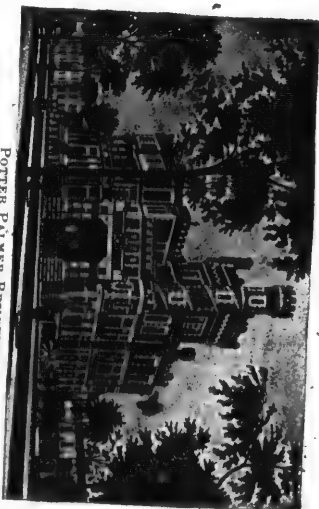
POTTER PALMER RESIDENCE



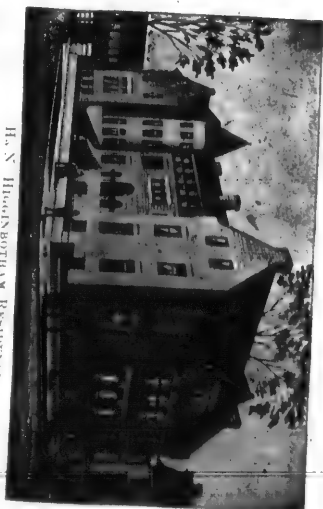
S. E. PARTRIDGE RESIDENCE.



FRANKLIN McVEAGH RESIDENCE.



POTTER PALMER RESIDENCE.



H. N. HOAGBROTHAM RESIDENCE.

VIEW OF RIVER FROM RUSH STREET BRIDGE

CENTRAL MUSIC HALL.

COLUMBIA THEATRE

Guide to the World's Fair and Chicago.

Powers, Washington st. and Michigan ave.
 Pullman, Adams st. and Michigan ave.
 Purinton, 304 Wabash ave.
 Quincy, Clark and Adams st.
 Quinlan, 81 and 83 Clark st.
 Rand, McNally & Co., 160-174 Adams st.
 Rawson, 70-74 Dearborn st.
 Real Estate Board, 59 Dearborn st.
 Reaper, Washington and Clark sts.
 Rialto, Sherman and Van Buren sts.
 Rookery, Adams and La Salle sts.
 Royal Insurance, 165 Jackson st.
 Ryerson, 49 Randolph st.
 St. Mary's, Madison st. and Wabash ave.
 Safe, 51-55 Dearborn st.
 San Diego, Wabash ave. and River st.
 Schiller, Randolph between Clark and Dearborn sts.
 Schlosser, La Salle and Adams st.
 Sears, 99 and 101 Washington st.
 Security, Fifth ave. and Madison st.
 Shepherd, Madison st. near Fifth ave.
 Shreve, 93 Washington st.
 Sibley, 2-16 North Clark st.
 Staats Zeitung, 99 Fifth ave.
 Stock Exchange, 171 Dearborn st.
 Stewart, State and Washington sts.

Steven's Art, 24 and 26 Adams st.
 Superior, 77 and 79 Clark st.
 Syracuse, 173 Randolph st.
 Tacoma, La Salle and Madison sta.
 Taylor, 140 Monroe st.
 Telephone, 203 Washington st.
 Temple Court, 225 Dearborn st.
 Teutonia, Fifth ave. and Washington st.
 Times, Fifth ave. and Washington st.
 Title and Trust, 98-102 Washington st.
 Tobey, 243 State st.
 Trader's, 6-12 Pacific ave.
 Trayner, 182 State st.
 Tribune, Dearborn and Madison st.
 Union, Washington and La Salle sta.
 Unity, 75-81 Dearborn st.
 U. S. Express, 87 Washington st.
 University Club, 116 and 118 Dearborn st.
 Vermont, 155 Fifth ave.
 Venetian, 34 and 36 Washington st.
 Western Bank Note, Michigan ave. and Madison [st]
 Wheeler, 6 and 8 Sherman st.
 Williams, 87 Dearborn st.
 Willoughby, Franklin and Jackson st.
 W. C. T. U. Temple, La Salle and Monroe sts.
 Y. M. C. A., La Salle st. between Madison and Monroe sta.

W
 ticultu

Ja
 a repro
 Both w
 be perp

The

Tras

rial—3,
 Floor ar
 Chicago
 and is re
 is a grea
 feature c
 sist of on
 tion" ex
 from a cu
 To t
 building

Mine

Cost, \$26
 lumber, 1
 The r
 tral entra
 wide, 25 f
 interior sp
 high at th
 on steel co
 tem, as ap
 East o

Electr

115 feet. T
 of the roof
 and 4 dom
 \$110,000.
 feet of lum
 designed fo
 Rohl-Smith
 At this
 from the

The vie

Grand
 water basin.
 building.
 Mines buildi
 ings. The o
 geous spectac
 ity. The ar
 will be delin

Wooded Island—Contains 16 acres; will be devoted to floriculture and horticulture, except the extreme north end, where will be the

Japan Exhibit—The Japan government has erected a permanent structure, a reproduction of a Japanese temple. It is in the midst of a Japanese garden. Both will be presented to the city of Chicago after the Exposition, and they will be perpetually maintained.

62d STREET ENTRANCE

The visitor keeps south past the east front of the building for

Transportation—Dimensions, 256 by 960 feet. Floor area, 9.4 acres. Material—3,500,000 feet of lumber, 1,100,000 pounds of iron, Annex, 425 by 900 feet. Floor area, 9.2 acres. Cost of both, \$370,000. Architects, Adler & Sullivan, of Chicago. The cupola is 166 feet high, is exactly in the center of the building, and is reached by eight elevators, which will form an exhibit. The main entrance is a great single arch, elaborately ornamented and treated in gold leaf. It is the feature of the building, and is called the "Golden Door." The annex will consist of one-story buildings, 64 feet wide, placed side by side. The "Transportation" exhibit will include every appliance and vehicle for carrying purposes, from a cash carrier to a balloon, and from a baby wagon to a mogul engine.

To the east of the Transportation building, and facing the lagoon, is the

Mines and Mining—Dimensions, 350 by 700 feet. Floor area, 8.7 acres. Cost, \$265,000. Architect, S. S. Beman, of Chicago. Material—4,360,000 feet of lumber, 1,800,000 pounds of steel.

The main fronts are 65 feet from the ground to the cornice. The main central entrances are 99 feet to the apex of the pediment. The gallery is 60 feet wide, 25 feet from the main floor, and extends entirely around the building. The interior space inclosed is 630 feet long, 100 feet high in the center, and 47 feet high at the sides. This space is spanned by steel cantilever trusses, supported on steel columns. The clear space in the center is 115 feet. The cantilever system, as applied to roofs, was never used on so large a scale before.

East of the Mines Building is that for

Electricity—Dimensions, 345 by 690 feet. Height of nave, 112 feet; width, 115 feet. The transept which crosses the nave is of the same dimensions. Height of the roof of the balance of the building, 62 feet. There are 10 spires or towers, and 4 domes, the two highest towers being 195 feet. Floor area, 9.7 acres. Cost, \$410,000. Architects, Van Brunt & Howe, of Kansas City. Material—5,000,000 feet of lumber and 1,100,000 pounds of structural steel. This building is specially designed for electrical illumination at night. The heroic statue of Franklin, by Rohl-Smith, will occupy a niche in the building.

At this point the route east across the south canal is taken up by visitors from the

PIER ENTRANCE

The view from the pier presents the

Grand Central Court—The center or axis of the court is formed by the water basin. Its foot is marked by the Peristyle, its head by the Administration building. It is flanked on the north by the Manufactures, Electricity and Mines buildings, and on the south by the Agricultural and Machinery buildings. The completed work presents a magnificent view by day, and a gorgeous spectacle by night. The court will be elaborately illuminated with electricity. The architectural outlines of the buildings and the shore lines of the basin will be delineated in incandescent lights. Powerful search lights will bathe the



UNITED STATES GOVERNMENT BUILDING—See Page 15.

marbl
tain a

Ta

Pe

at the
the cer
Centra
names
blemat
senting
an emb
Hall; is

flu

ence ha
be room

Cas

contain

Loo

Com

La Rabi
and boy,
west. T
great wo

Sout

Hide

grounds.
of 112,500
ing comb
out 1,000
the groun
leather tr

Dairy

of lumber
machiner

Fore

000. Mat

No iron
instead of
natural tre
trees, typi

Followin

Agricu

of dome, 11
acres. Cos
York, Ma
of structur
building is
\$100,000.

This bu
of statuary
with Corint
feet in diam
note in this
and Hve sto
\$1,218,000.
colonnade.

marble-like palaces in floods of ever changing light, and the great electric fountain at the head of the basin will spout an iridescent deluge.

Taking up the route from the pier there is first presented the

Peristyle—The connecting structure between the Music Hall and the Casino, at the foot of the basin. It is 600 feet long, 60 feet wide and 60 feet high. At the center is a grand archway, forming a portal from Lake Michigan to the Grand Central Court. This portal is dedicated to Columbus, and is inscribed with the names of the world's great explorers. Crowning it is a group of statuary, emblematic of the progress of the world. The Peristyle bears 48 columns, representing the States and Territories. Each State's column bears its coat of arms and an emblematic statue. The cost of the Peristyle with the Casino and Music Hall, is \$300,000.

Music Hall—At the north end of the Peristyle, is 140 by 260 feet. The audience hall will seat 2,500. An orchestra chorus of 500 is provided for. There will be rooms for the orchestra and the prima donna.

Casino—Dimensions are the same as the Music Hall, 140 by 260 feet. It will contain restaurants and resting rooms.

Looking south from the Casino, on the rocky promontory on the lake shore is the **Convent of La Rabida**—It will be an exact reproduction of the Convent of La Rabida in Spain, where Columbus found shelter in time of trouble for himself and boy, and where he developed his theory of an undiscovered continent in the west. The building is considered more closely connected with Columbus and his great work than any other. It will cost \$50,000.

South of La Rabida is the building for the

Hide and Leather Building—Is located on the southeastern part of the grounds. Its dimensions are 150 by 575 feet, two floors with a net exhibiting space of 112,500 feet. The lower floor has exhibits from the most noted leather producing combines. The second floor will show 175 machines in full operation turning out 1,000 pairs of shoes per day and will be one of the most interesting sights on the grounds. The building was a special contribution to the exposition by the leather trade, and cost over \$100,000. Architect, Mr. Alex. Sandier of Chicago.

Dairy—Dimensions, 100 by 200 feet. Cost, \$30,000. Material—600,000 feet of lumber. Dairy tests—butter-making, etc., will be conducted here, and dairy machinery shown.

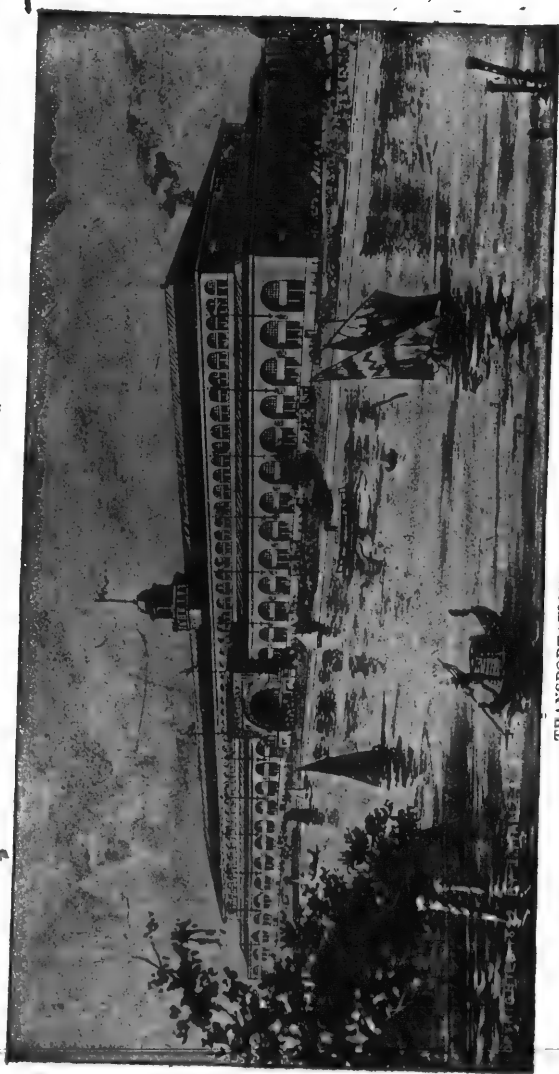
Forestry—Dimensions, 208 by 528 feet. Floor area, 2.6 acres. Cost, \$100,000. Material—2,400,000 feet of lumber.

No iron enters into the construction of this building, wooden pins being used instead of bolts or rods. It is entirely surrounded by a row of rustic columns of natural tree trunks, with the bark on. Each State in the Union supplies three trees, typical of the timber of the State.

Following the route west, on the south shore of the basin, is the building for

Agriculture—Dimensions, 800 by 500 feet. Height of cornice, 65 feet. Height of dome, 130 feet. Floor area, 15 acres. Annex, 550 by 300 feet. Floor area, 3.9 acres. Cost of both, \$620,000. Architects, McKim, Meade & White, of New York. Material—in main building, 7,500,000 feet of lumber and 2,000,000 pounds of structural iron; in annex, 2,000,000 feet of lumber. In connection with this building is an assembly hall, 450 by 125 feet; seating capacity, 1,500; cost, \$100,000.

This building is most richly ornamented, and is adorned with many groups of statuary of heroic size. The main entrance is 64 feet wide, and is adorned with Corinthian pillars, 50 feet high and 5 feet in diameter. The rotunda is 100 feet in diameter, and is surrounded by the great glass dome. It is worthy of note in this connection that agriculture and its kindred interests of forestry, dairy and live stock has exhibition space under roof of 69 acres, the buildings costing \$1,218,000. The Agriculture building is connected with Machinery Hall by a colonnade.



TRANSPORTATION BUILDING - See Page 9.

feet.
Floor
of Bo
struc

T
side b
the Fa
vated

Ac
and m

P
10,000,

P
1,000

Ma
machin
power

Sou

Sav
will be

At

Ad

feet. H
pavilion
and 37 f
enade g
New Yo
steel. F

This
mented i
the corne
blematic
The buil
quarters,

Agai
north can
the long
tural levi

Manu
walls, 66
pavilions,
truss over
of truss, 3
hip, 32 fe
400,000 po
galleries, 4
000 pounds
nave. Arc

The b
central ha
Both hall s
building is

Across the south canal, and facing the Agriculture building is **Machinery Hall**—Dimensions, 492 by 846 feet. Height of roof trusses, 100 feet; width of span, 130 feet. Floor area, 17.5 acres. Annex, 490 by 550 feet. Floor area, 6.2 acres. Cost of both, \$1,200,000. Architects, Peabody & Stearns, of Boston. Material in both—10,500,000 feet of lumber, 11,000,000 pounds of structural steel.

The structure of the main building has the appearance of three train houses, side by side. The tiers of roof trusses are built separately, and will be sold after the Fair for railroad train houses. In the nave formed by each span is an elevated traveling crane, for moving machinery.

Adjoining Machinery Hall on the south are the pumping works, power house and machine shops.

Pumping Works—Is 77 by 84 feet. The two pumps have a capacity of 40,000,000 gallons of water per day, which constitutes the Exposition water supply.

Power House—Is 100 by 461 feet. Here will be stationed the engines for the 21,000 horse power to be provided.

Machine Shop—Is 146 by 250 feet. A complete outfit of repairing tools and machines is furnished free as an exhibit. The machine shop, pump house and power house cost \$85,000.

South of the power house is the

Sawmill—125 by 300 feet; cost \$35,000. Sawmills in operation as exhibits will be shown here.

At the head of the basin stands the queen of the Exposition buildings, the

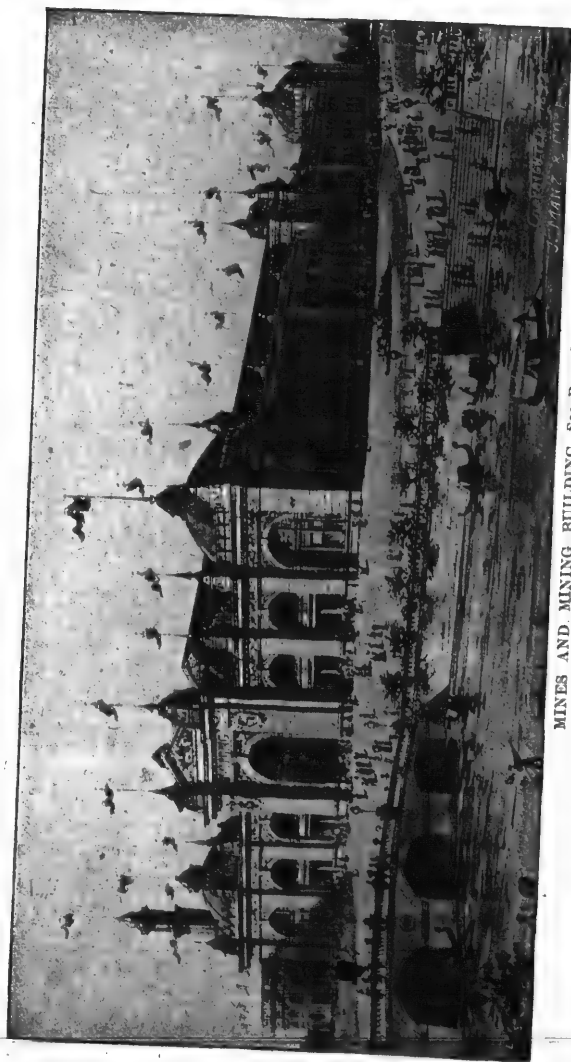
Administration—Dimensions, 262 feet square. Height of outer dome, 277½ feet. Height of inner dome, 188 feet. Diameter of dome, 120 feet. The four pavilions are 82½ feet square, and 74 feet high. The entrances are 50 feet high, and 37 feet wide. At the base of the dome, 136 feet from the ground, is a promenade gallery, 18 feet wide. Cost, \$550,000. Architect, Richard M. Hunt, of New York. Material—3,250,000 feet of lumber; 1,562,607 pounds of structural steel. Floor area, 4.2 acres.

This building is considered the gem of the grounds. It is most richly ornamented in bas reliefs, frescoing and sculpture. Around the base of the dome, on the corners of the pavilions, and at the entrances are free groups of statuary, emblematic of the arts and sciences. These groups are from 20 to 30 feet in height. The buildings contain the offices of the Exposition management, the press headquarters, the foreign department, the postoffice, bank, and information bureau.

Again taking up the route east from the Electricity building, crossing the north canal, passing along the north shore of the basin and turning north into the long esplanade on the lake shore, the visitor is in the shadow of the architectural leviathan of the world, the building for

Manufactures and Liberal Arts—Dimensions, 1,687 by 787 feet. Height of walls, 66 feet. Height of four center pavilions, 122 feet. Height of four corner pavilions, 97 feet. Height of roof over central hall, 245.6 feet. Height of roof truss over central hall, 212.9 feet. Height clear, from the floor, 202.9 feet. Span of truss, 382 feet. Span in the clear, 354 feet. Width of truss at base, 14 feet; at hip, 32 feet; at apex, 10 feet. Weight of truss, 300,000 pounds; with purlines, 400,000 pounds. Ground area of building, 30.47 acres. Floor area, including galleries, 44 acres. Cost, \$1,700,000. Material—17,000,000 feet of lumber; 12,000,000 pounds of steel in trusses of central hall; 2,000,000 pounds of iron in roof of nave. Architect, Geo. B. Post, of New York.

The building is rectangular in form, and the interior is divided into a great central hall, 380 by 1,280 feet, which is surrounded by a nave, 107 feet wide. Both hall and nave have a 50-foot gallery, extending entirely around them. This building is the largest in the world, and is the largest under roof ever erected.



MINES AND MINING BUILDING—See Page 9.

Its un
three
Chica
than
Cheop
the g
single
less th
six sq
300,00
sia un
five ca
of out
batted
orium
be plac
in the
bridges
Louis.
600 flat
twice t
250 feet
The
Michig
Its isles
shielded
ing will
Nor

Uni

acres. C
iron. D
Diamete
departm
the Fish
Mint sho
and Prin
pletely e
map of th
ing the e
There wi
in the spa

When
igan, float

Battle

Dimension
to top of m
Designer,

The g
will be ma
life on a m
appliances
visions, an
guns of the
and covered
1848, will t

Its unequalled size makes it one of the architectural wonders of the world. It is three times larger than the Cathedral of St. Peter, in Rome, and any church in Chicago could be placed in the vestibule of St. Peter's. It is four times larger than the old Roman coliseum, which seated 80,000 persons. If the great pyramid the galleries left from which to Chicago it could be piled up in this building, with a single room without a supporting pillar under its roof, has in its floor a fraction less than eleven acres, and 75,000 persons can sit in this room, giving each one six square feet of space. By the same arrangement the entire building will seat 300,000 people. It is theoretically possible to mobilize the standing army of Russia under its roof. There are 7,000,000 feet of lumber in the floor, and it required five carloads of nails to fasten the 215 carloads of flooring to the joists. Six games of outdoor baseball might be played simultaneously on this floor, and the ball batted from either field would insure the batsman a "home run." The Auditorium is the most notable building in Chicago, but twenty such buildings could be placed on this floor. There are 11 acres of skylights and 40 carloads of glass in the roof. The iron and steel structure of this roof would build two Brooklyn bridges, while there is in it 1,400 tons more metal than in the Eads bridge at St. Louis. There are 22 main trusses in the roof of the central hall, and it required 600 flat cars to bring them from the iron works to Chicago. These trusses are twice the size of the next largest in existence, which are 90 feet high and span 250 feet. The latter are in the Jersey City railway depot.

The lumber in the Manufactures building represents 1,100 acres of average Michigan pine trees. This building will be provided with 10,000 electric lights. Its isles will be laid off as streets, and lighted by ornamental lamp posts, bearing shielded arc lights. The dedication ceremonies will be held here, when the building will be arranged to seat 75,000 persons.

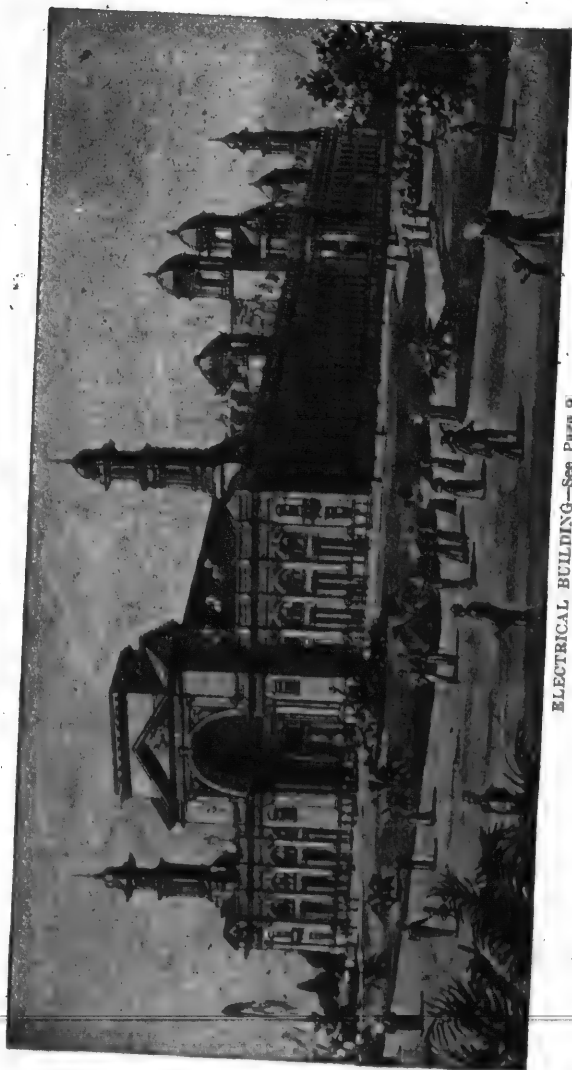
North of the Manufactures building is the building for the

United States Government—Dimensions, 345 by 415 feet. Floor area, 6.1 acres. Cost, \$400,000. Material—4,000,000 feet of lumber, 1,800,000 pounds of iron. Designed by Government Architect Windrim. Height of dome, 236 feet. Diameter of dome, 120 feet. The government exhibit includes exhibits by the departments of War, State, Postoffice, Treasury, Justice, Agriculture, Interior, the Fish Commission, National Museum, and the Smithsonian Institute. The Mint shows every coin made by the United States, and the Bureau of Engraving and Printing shows samples of the "paper" money. A life-saving station, completely equipped, will be in operation on the lake shore. There will be shown a map of the United States, 400 feet square, made of plaster, and on a scale showing the exact curvature of the earth's surface, the height of mountains, etc. There will be an exhibit of heavy guns and explosives, and a daily battery drill in the space east of the Government building.

Where the visitor crosses the north lagoon, at its junction with Lake Michigan, floats or, rather, stands the

Battle-Ship—An exact reproduction of a United States coast line battle-ship. Dimensions—length, 348 feet; width amidships, 69 feet 3 inches; from water line to top of main deck, 12 feet; from water line to top of "military mast," 76 feet. Designer, Frank W. Grogan; cost, \$100,000.

The government naval exhibit will be made in the Battle-ship. The ship will be manned by a crew detailed by the Government, and the discipline and life on a man-of-war will be shown. On the berth deck will be shown the various appliances that make up a man-of-war outfit, including samples of clothing, provisions, and other supplies of the sailors. The boat will have a full battery of guns of the size and caliber of the actual ship. The guns will be made of wood, and covered in imitation of steel. All the uniforms of our sailors, from 1775 to 1818, will be shown by janitors dressed in the costumes.



ELECTRICAL BUILDING—See Page 9.

Cro

Flis
with th
eter. T
Cobb, o
tural in

The
main bu
angling
are 575
of the ac
gallons.
shipment

The
and fore

Fbre
special b
nowned s

Fore
sented:

Argentine
Austria
Belgium
Bolivia
Brazil
Bulgaria
China
Chile
Colombia
Costa Rica
Denmark
Danish W
Ecuador
Egypt
France
Algeria
Congo
French Gu
French Ind
New Caled
Tunis
Germany
Great Britain
Hartbeetoe
Hermuda
British Gu
British Hol
Canada
Cape Colon
Ceylon
Fiji

State
determined
part, be two
\$10,000 to
Post \$250,000

State F
Exposition.
through the

Crossing the lagoon and turning west, the visitor passes the building for

Fish and Fisheries—Dimensions, 165 by 365 feet. The annexes, connected with the main building by arcades, are circular in form, and 135 feet in diameter. Total cost, \$225,000. Total floor area, 3.1 acres. Architect, Henry Ives Cobb, of Chicago. Material—2,000,000 feet of lumber, 600,000 pounds of structural iron.

The building is considered by many the handsomest on the ground. In the main building will be the general fisheries exhibit. In the west annex is the angling exhibit, and in the east is the aquaria. The glass fronts of the aquaria are 575 feet in length, and have 3,000 square feet of surface. The water capacity of the aquaria is 140,000 gallons. Salt water fish will be shown in tanks of 40,000 gallons. The salt water is brought from the Atlantic Ocean, being condensed for shipment to one-fifth its bulk, and then restored at the tanks with fresh water.

The visitor is now on the southern boundary of the territory assigned to state and foreign buildings.

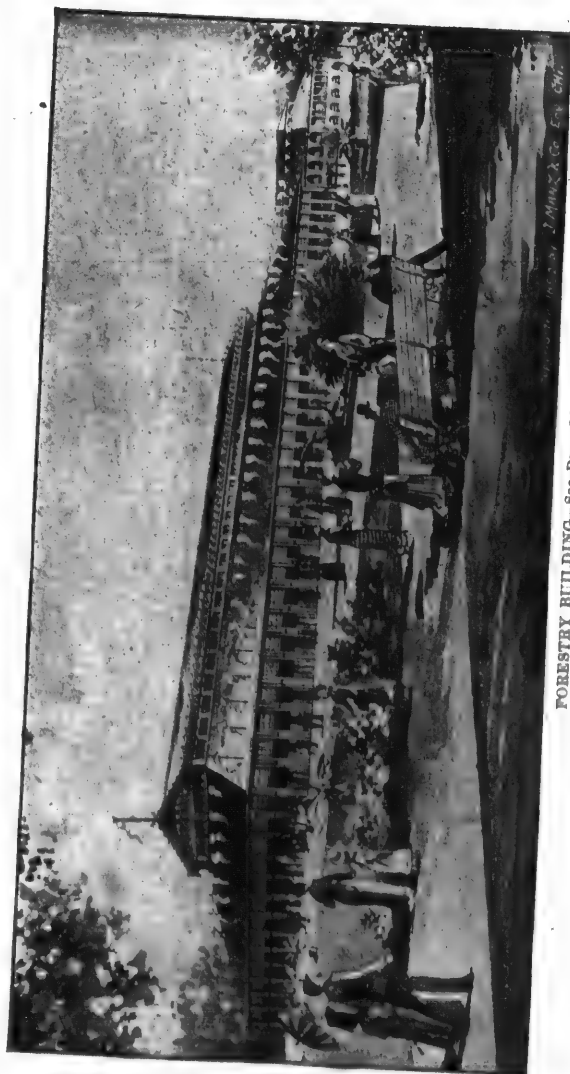
Foreign Buildings—Many of the great nations of the earth have erected special buildings on the ground. Most of them are reproductions of world-renowned structures.

Foreign Participation—The following nations and colonies will be represented:

Argentina Republic	\$100,000	India	\$ 30,000	Dutch Guiana	\$ 10,000
Austria	200,000	Jamaica	24,333	Dutch West Indies	5,000
Belgium	57,900	Leeward Islands	6,000	Nicaragua	31,000
Bolivia	30,700	Malta		Norway	56,280
Brazil	600,000	Mashonaland		Orange Free State	7,500
Bulgaria		Mauritius		Paraguay	100,000
China		Newfoundland		Peru	140,000
Chile		New South Wales	243,325	Portugal	
Colombia	150,000	New Zealand	27,500	Madagascar	
Costa Rica	150,000	Queensland		Roumania	
Denmark	67,000	South Australia		Russia	400,000
Danish West Indies	1,200	Stadts Settlements		Salvador	12,500
Ecuador	125,000	Tasmania	10,000	San Domingo	25,000
Egypt		Trinidad	20,000	Serbia	
France	733,400	Victoria		Siem	
Algeria		West Australia		Spain	214,000
Congo		Greece	57,000	Cuba	25,000
French Guiana		Guatemala	200,000	Porto Rico	
French India		Hawaii	40,000	Sweden	108,000
New Caledonia		Haiti	25,000	Switzerland	23,100
Tunis		Honduras	25,000	Transvaal	
Germany	820,000	Hungary	20,000	Turkey	
Great Britain	291,990	Italy	35,000	Uruguay	24,000
Barbadoes	5,840	Erythria		Venezuela	30,000
Bermuda	2,520	Japan	630,745		
British Guiana	25,000	Korea		Total	\$6,590,379
British Honduras	7,500	Liberia	7,000	Fifty nations,	
Canada	100,000	Madagascar		Thirty-seven colonies.	
Cape Colony	50,000	Morocco	150,000		
Ceylon	65,000	Netherlands	190,000		
Fiji					

State Buildings—Up to February 1, 1893, forty States and Territories have determined to erect buildings on the ground. These buildings will, for the most part, be two stories high, will average 50 by 100 feet in size, and will cost from \$10,000 to \$100,000 each, with the exception of the Illinois building, which cost \$250,000.

State Participation—All of the States and Territories will participate in the Exposition. The following 32 States and 2 Territories have made appropriations through their legislatures.



FORESTRY BUILDING—See Page 11.

Guid

Arizona	\$ 30
California	300
Colorado	100
Delaware	10
Idaho	50
Illinois	800
Indiana	75
Iowa	130
Kentucky	100
Louisiana	30
Maine	10
Maryland	60

There are now [Feb.
 priation bills aggregati
 Seven of these States
 Alabama, Arkansas, Con
 The others are endeavori
 stock subscriptions and c
 more than a million dol
 by the States, exclusiv
 doubtedly exceed \$6,000.



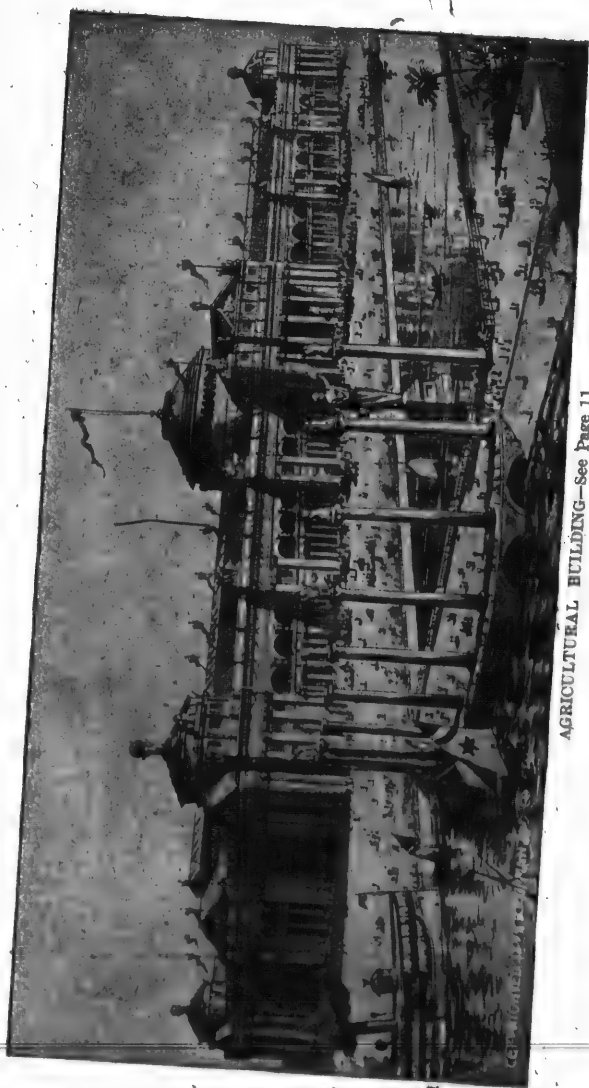
DA

Arizona.....	\$ 30,000	Massachusetts.....	\$150,000	Ohio.....	\$125,000
California.....	300,000	Michigan.....	100,000	Oregon.....	60,000
Colorado.....	100,000	Minnesota.....	50,000	Pennsylvania.....	300,000
Delaware.....	10,000	Missouri.....	150,000	Rhode Island.....	50,000
Idaho.....	50,000	Montana.....	100,000	Vermont.....	29,750
Illinois.....	800,000	Nebraska.....	50,000	Virginia.....	25,000
Indiana.....	75,000	New Hampshire.....	25,000	Washington.....	100,000
Iowa.....	130,000	New Jersey.....	70,000	West Virginia.....	40,000
Kentucky.....	100,000	New Mexico.....	25,000	Wisconsin.....	65,000
Louisiana.....	30,000	New York.....	300,000	Wyoming.....	30,000
Maine.....	40,000	North Carolina.....	25,000		
Maryland.....	60,000	North Dakota.....	25,000	Total.....	\$3,625,750

There are now [Feb. 20] pending in the legislatures of twenty States, appropriation bills aggregating about \$1,500,000, for World's Fair representation. Seven of these States have not heretofore made appropriations. They are Alabama, Arkansas, Connecticut, Georgia, Kansas, South Dakota and Tennessee. The others are endeavoring to add to appropriations previously made. Through stock subscriptions and other private means, the various States have also raised more than a million dollars for World's Fair purposes. The total expenditure by the States, exclusive of what is paid out by individual exhibitors, will undoubtedly exceed \$6,000,000.



DAIRY BUILDING—See Page 11.



AGRICULTURAL BUILDING—See Page 11.

Ag
30, 189

Ar
erected
in galle

Ar
Plaisan
acres, t

Bo
B. Jenn

ing; Ac
Buildin

Buildin
trictly l

ment, is
Forestry

G. Hay

Bo
small bo

by steam
reached

three ch
gers, wh

2d, the
ping; 3d
the stree

Bull
mated 7

standing

Bull
moved fr

the Japa

Clea
chemical

Colu
tion of th

departme
whose tit

duty Ins
work prop

Cost
winding u

estimated

Elect
vided for

in Chicago
is 9,000 ho

chinery p
The build

Transport

GENERAL INFORMATION

Admission Fee—Fifty cents during the Exposition, from May 1 to October 30, 1893.

Area of Buildings—The total exhibition area under roof of all the buildings erected by the Exposition company is over 200 acres. Of this about 50 acres are in galleries, and 40 acres in the live stock sheds.

Area of the Grounds—633 acres. Of this, 80 acres are in the Midway Plaisance, and 553 acres in Jackson Park. There are available for buildings 556 acres, there being 77 acres in the Wooded Island and the interior waterways.

Board of Architects—Richard M. Hunt, Administration Building; W. L. B. Jenney, Horticulture Building; McKim, Meade & White, Agriculture Building; Adler & Sullivan, Transportation Building; George B. Post, Manufactures Building; Henry Ives Cobb, Fisheries Building; Peabody & Stearns, Machinery Building; S. S. Beman, Mines and Mining Building; Van Brunt & Howe, Electricity Building; P. B. Atwood, designer-in-Chief of the Construction department, is the architect of the Peristyle, Music Hall and Casino, the Fine Arts, Forestry and Dairy Buildings, and the Terminal Railway Station. Miss Sophia G. Hayden is Architect of the Woman's Building.

Boats—The interior waterways of the ground will be equipped with speedy small boats for pleasure and transportation purposes. The boats will be driven by steam and electric power. Every principal building on the grounds can be reached by water, and there is an ornamental landing for each. There will be three classes of boats—1st, the "omnibus," carrying from thirty to forty passengers, which will make the round trip of the waterways, stopping at each landing; 2d, the "express," which will make round trips of the waterways without stopping; 3d, the "cab," which may be hailed at any point, like the hansom cab on the street, and employed by the trip or by the hour.

Building Material—In the erection of the Exposition buildings, it is estimated 75,000,000 feet of lumber are required. This represents 5,000 acres of standing trees. The structural iron and steel required is 20,000 tons.

Buildings to be Removed—All the buildings on the grounds will be removed from the park within six months after the close of the Exposition, except the Japan building.

Cleansing Works—In the extreme southeast corner of the grounds, for chemically purifying the sewerage. See "Sewerage."

Columbian Guards—A military organization under the control and direction of the Exposition company, and having no connection with the city police department. The guards are under command of Col. Edmund Rice, U. S. Army, whose title in the guards is Commandant. The guards do police and fire patrol duty inside the grounds. The force increases in number as the construction work progresses. In May, 1893, it will number 2,000 men.

Cost of Exposition—The total cost of the Exposition, to its close and the winding up of its affairs, is estimated at 22,000,000. The cost of the buildings is estimated at \$8,000,000.

Electricity—Seventeen thousand horse power for electric lighting is provided for the Exposition. This is three times the electric lighting power in use in Chicago, and ten times that provided for the Paris Exhibition of 1889. There is 9,000 horse power for incandescent lights, 5,000 for arc lights, and 3,000 for machinery power. This supplies 93,000 incandescent lights, and 5,000 arc lights. The buildings provided with electric power are: Mines, Electricity, Agriculture, Transportation and Manufactures. The electric plant cost \$1,000,000.



MACHINERY HALL—See Page 13.

gine
the
hand
supp
of fi
from
is a
Duri
on ex
Expe

ately
nies,
by el
two s

C
yards
ished
sand

I
of all
incre
sure c
insura

In
connec
tion B
acres—
extens
contai
contat
acres.
north
61 acre

Of
tion, L
Auditor
Pr

retary,

Dr
Samue
Mines
A. Sup
Halsey
try, W
eign A
Pre

tary, M

Pos
gines a
twice th
fuel. 7
17,000 i

Fire Department—During the construction work, consists of 18 men, 3 engine houses, 3 two-horse engines, 1 one-horse engine, 1 sixty-gallon hand-tank, at the Forestry building, 26 hose carts, with 13,250 feet of hose, and 470 chemical hand extinguishers. The fire pressure is one hundred pounds to the square inch, supplied by the engines in the temporary power house. In the complete system of fire protection, there will be in each building a water stand-pipe, extending from the ground to the roof. Attached to the pipe on each floor, gallery and roof is a reel of hose which throws water automatically with the unreeling of the hose. During the installation of exhibits, and during the fair, there will be a fire patrol on every floor, gallery and roof. The city fire department is at the call of the Exposition forces.

Fountains—The grand fountain stands at the head of the basin, immediately in front of the Administration Building. It was made in Paris by MacMonies, at a cost of \$50,000. It is 150 feet in diameter. Its waters are illuminated by electricity. There are two electrical fountains, fifty feet in diameter, and two smaller fountains in front of the Fine Arts Building.

Grading and Dredging—In this preparatory work above 1,200,000 cubic yards of earth were handled. The work began in February, 1891, and was finished the following July. Cost, \$195,000. The ground was originally a series of sand ridges covered with scrub oak trees.

Insurance—Fire insurance to the amount of eighty per cent. of the full value of all its property is carried by the Exposition company. The amount carried increases as the work of construction proceeds. The Exposition company will insure only its own property, or property held by it in trust, so that the amount of insurance will probably never be greater than \$15,000,000.

Interior Waterways—Include eight divisions of water within the grounds, connecting with one another. The "Basin" extends east from the Administration Building to Lake Michigan. It contains 104 acres. The "south canal"—24 acres—extends south from the head of the basin. The "north canal"—34 acres—extends north from the head of the basin. The lagoon around the Wooded Island contains 23 acres. The lagoon north of the island, running to Lake Michigan, contains 34.5 acres. The lagoon south of the Agricultural Building contains 84 acres. The lake south of the Fine Arts Building, 74 acres. The pond in the north part of the grounds contains 14 acres. Total area of interior waterways, 61 acres.

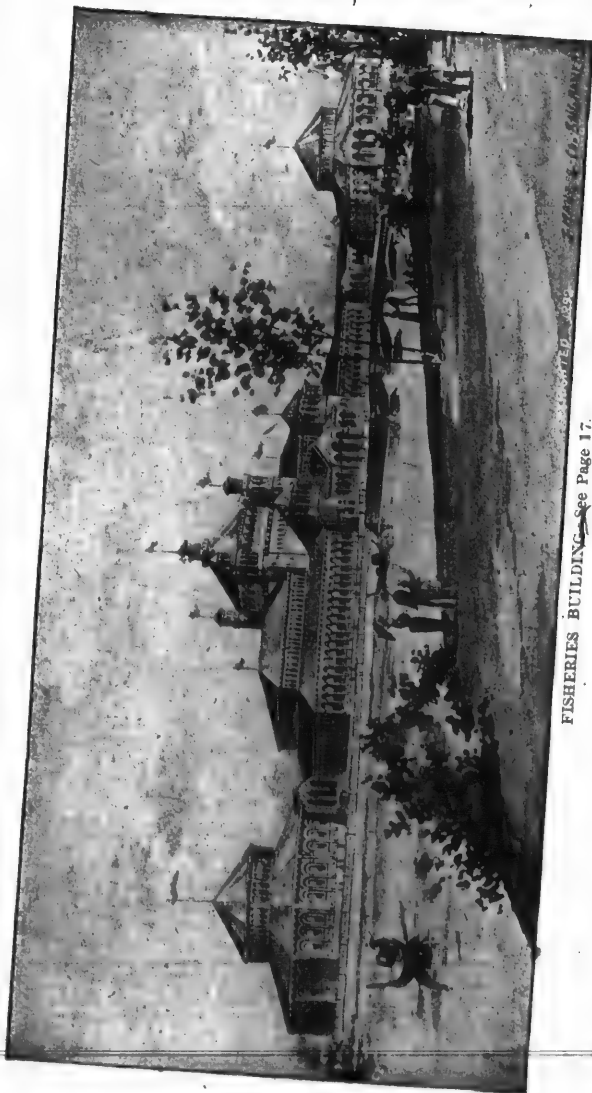
Officers of the Exposition—President of the World's Columbian Exposition, I. N. Higinbotham; Secretary, H. O. Edmunds; Treasurer, A. F. Seeberger; Auditor, Wm. K. Ackerman; Director of Works, H. H. Burnham.

President of the World's Columbian Commission, Thomas W. Palmer; Secretary, John T. Dickinson; Director-General, Geo. R. Davis.

DEPARTMENT CHIEFS—Agriculture, W. I. Buchanan, Horticulture, John M. Samuels; Live Stock, Eber W. Cottrell; Fish and Fisheries, John W. Collins; Mines and Mining, F. J. V. Skiff; Machinery, L. W. Robinson; Transportation, W. A. Smith; Manufactures, James Allison; Electricity, John P. Barrett; Fine Arts, Halsey C. Hayes; Liberal Arts, S. H. Peabody; Ethnology, F. W. Putnam; Forestry, W. I. Buchanan, in charge; Publicity and Promotion, Moses P. Handy; Foreign Affairs, Walker Pearn; Secretary of Installation, Joseph Hirst.

President of the Board of Lady Managers, Mrs. Bertha M. H. Palmer; Secretary, Mrs. Susan Gule Cook.

Power—24,000 horse power of steam is provided for the Exposition. The engines are in the Power House outside of Machinery Hall, and one of them is about twice the size and power of the celebrated Corliss engine. Oil will be used for fuel. The boilers present a solid bank 600 feet long. Of the 24,000 horse power, 17,000 is provided for electricity.



FISHERIES BUILDING—See Page 17.

Thirty-five
Nine hundred
arrive—and
press, the re
and ninety
every day.

ATCHISON,
Polk st. and
212 S. Clark
BALTIMORE
and Fifth ave.

CHICAGO &
Third ave. C
ing, corner
office, Grand

CHICAGO &
Adams sts. C
ner of Dear
office, 195 S.

CHICAGO &
Polk st. and
National Bank
Monroe sts.

CHICAGO &
Third ave.
Building, Van
Ticket office, 1

CHICAGO &
ave and Harr
Central depot.

CHICAGO &
Kinzie sts. Ge
Fifth ave. and
S. Clark st.

CHICAGO, BUT
and Adams sts.
Quincy building

CLEVELAND, C
The Hig 4"
dolph sts. Gen
Ticket office, Gr

CHICAGO, MILW
and Adams sts.
st. Gen'l offices
Adams st., near

Steamboat Lin
Docks.

Goodrich, Y.
Chicago, Racine
Michigan points.

Lake Michigan
Co.:—Tri-Weekl
Michigan and Su
land, Duluth, etc.
Chicago, Gra

Guide to the World's Fair and Chicago.

RAILWAY LINES

Their Depots and Ticket Offices

Thirty-five lines of railroad center in Chicago. Nine hundred and twenty passenger trains arrive and depart daily, 250 of which are express, the remainder suburban. One hundred and ninety thousand persons arrive and depart every day.

ATCHISON, TOPEKA & SANTA FE, Central depot, Polk st. and Third ave. Central ticket office, 272 S. Clark st.

BALTIMORE & OHIO, Central depot at Harrison and Fifth ave. City ticket office, 183 S. Clark st.

CHICAGO & ERIE, Central depot, Polk st. and Third ave. General offices in the Phenix building, corner Clark and Jackson. City ticket office, Grand Pacific Hotel.

CHICAGO & ALTON, Central depot, Canal and Adams sts. General offices at the southwest corner of Dearborn and Jackson sts. City ticket office, 195 S. Clark st.

CHICAGO & EASTERN ILLINOIS, Central depot, Polk st. and Third ave. General offices, First National Bank building, corner Dearborn and Monroe sts. City ticket office, 204 S. Clark st.

CHICAGO & GRAND TRUNK, depot, Polk st. and Third ave. General offices, 300-312 Kialto building, Van Buren st., rear of Board of Trade. Ticket office, 103 S. Clark st.

CHICAGO & NORTHERN PACIFIC, depot, Fifth ave. and Harrison st. General offices in Grand Central depot, Harrison and Fifth ave.

CHICAGO & NORTHWESTERN, depot, Wells and Kinzie sts. General offices, northwest corner of Fifth ave. and Lake st. Ticket office, 206-208 S. Clark st.

CHICAGO, BURLINGTON & QUINCY, depot, Canal and Adams sts. Ticket office, 211 S. Clark, in the Quincy building.

CLEVELAND, CINCINNATI, CHICAGO & ST. LOUIS ("The Big 4"), depot, foot of Lake and Randolph sts. General office, 121 Randolph st. Ticket office, Grand Pacific Hotel.

CHICAGO, MILWAUKEE & ST. PAUL, depot, Canal and Adams sts. Ticket office, 207-209 S. Clark st. Gen'l offices in Rand-McNally building, on Adams st., near La Salle.

CHICAGO, ROCK ISLAND & PACIFIC, depot, Van Buren and Sherman sts. General offices, the Van Buren st. depot building. Ticket office, southwest corner of Clark and Washington sts.

CHICAGO, ST. LOUIS & PITTSBURG, depot, Canal and Adams sts.

CHICAGO, ST. PAUL & KANSAS CITY, depot, Harrison st. and Fifth ave. General offices, Phenix building, corner Jackson and Clark sts. Ticket office, 188 S. Clark st.

ILLINOIS CENTRAL, depot, foot of Lake and Randolph sts. General offices, 78 Michigan ave. Ticket office, 194 S. Clark st.

LAKE SHORE & MICHIGAN SOUTHERN, depot, Van Buren and Sherman sts. General office, Van Buren st. depot building. Ticket office, 232 Clark st.

LOUISVILLE, NEW ALBANY & CHICAGO ("Monon Route"), depot, Polk st. and Third ave. General offices, Monon block. Ticket office, 73 S. Clark st.

MICHIGAN CENTRAL, depot, foot of Lake and Randolph sts. General offices in Monadnock blk. Ticket office, 67 S. Clark st.

MILWAUKEE, LAKE SHORE & WESTERN, ticket office, 197 S. Clark st.

NEW YORK, LAKE ERIE & WESTERN, depot, Polk st. and Third ave. Chicago general offices, Phenix building, corner Jackson and Clark sts. Ticket office, 107 S. Clark st.

NORTHERN PACIFIC, depot, corner Harrison and Fifth ave. Ticket office, 210 S. Clark st.

PITTSBURG, FORT WAYNE & CHICAGO, depot, Canal and Adams sts. Ticket office, Grand Pacific Hotel, corner Jackson and Clark sts. "Pittsburg & Fort Wayne" and the "Panhandle Route."

UNION PACIFIC, depot, Wells and Kinzie sts. Ticket office, 191 S. Clark st.

WABASH, depot, Polk st. and Third ave. Ticket office, 201 S. Clark st.

WISCONSIN CENTRAL, depot, Harrison st. and Fifth ave. Ticket office, 205 S. Clark st.

LAKE TRANSPORTATION

Steamboat Lines, Location of Offices and Docks.

Goodrich Line—Daily Steamers, between Chicago, Racine, Milwaukee and all Lake Michigan points. Foot Michigan st.

Lake Michigan and Lake Superior Trans. Co.—Tri-Weekly Steamers for points on Lake Michigan and Superior. Sault Ste. Marie, Ashland, Duluth, etc. Dock, Rush st. bridge.

Chicago, Grand Traverse & Mackinaw

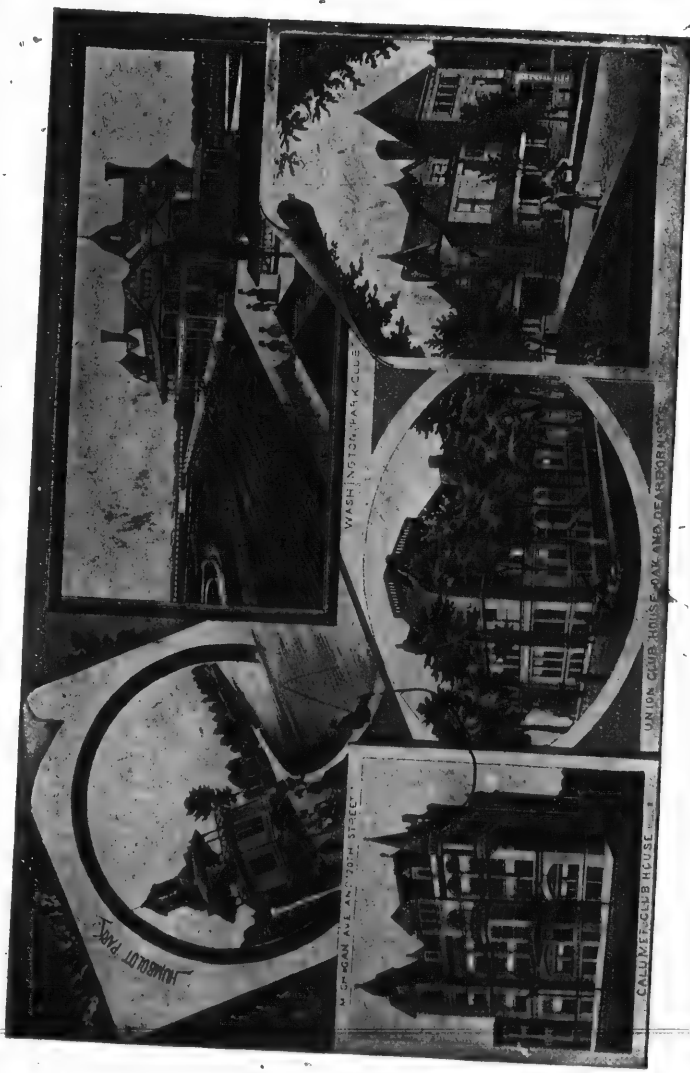
Line—Upper Michigan points. Dock, cor. Lumber and Max-well sts.

Anchor Line—Dock, North Water st., foot of La Salle st.

Northern Michigan Line—Dock, rear of 126 Market st.

Union Steamboat Co.—Dock, Market st., bet. Washington and Randolph sts.

Western Transportation Co.—80 to 80 S. Water street.



There are
street car
spectively,
covering th
Railway Co
Railroad Co
gest, embr
these lines
one may fr
blocks of th
city at a uni
lines have t
lines, and tr
extra fares.
have cable p
Wabash; the
Madison and
line on State
avenue. Bes
atrol road,
running sout
the Lake St
erection and
western limit
running from
way of Eight
intended to c
of the city so
and Proviso S
by electric pow
Madison street
lines are proje
West Side Tra
railroad enter
the west portio
in the business
One has no
of the city desi
knows whether
West or North
converging cen
one's eyes and
the car. The c
sive that one c
of any place de
right angles, a
Twelfth street
west.

State and 3
leave cor. State
to 39th st.
State and C
leave cor. State
st. to 63d st.
Archer Avenue
on both the abov
it is switched o
a horse car south
Wabash Avenue
and 39th Street
Wabash av. and
st. east to Cott
39th st.
Wabash Avenue
Street Cable L
Columbian Expo
at and Randolph
to 23d st., east
to 55th st., east t

Guide to the World's Fair and Chicago.

CITY RAILWAY SERVICE

There are in the city three great systems of street car (cable and horse) lines, known, respectively, as the Chicago City Railway Company, the West Chicago City Railway Company, and the North Chicago Street Railroad Company, which, as their names suggest, embrace the West and North sides. All of these lines meet in the business district, so that one may from any point within two or three blocks of the City Hall, reach any part of the city at a uniform price of five cents. All of these lines have a number of cross town horse car extra fares. All of the main lines of these roads have cable power, the south lines on State and Wabash; the West on Milwaukee avenue and Madison and Van Buren streets, and the North line on State and Wells streets and on Lincoln avenue. Besides these there are the Alley Electric road, beginning at Congress street and running southward to the World's Fair grounds, the Lake Street Elevated now in process of erection and designed ultimately to reach the western limits of the city; the Calumet electric, running from South Chicago Rolling Mills, by way of Eighty-ninth to Ninety-fifth (this line is intended to cover pretty thoroughly that portion of the city south of Sixty-first street; the Cicero and Proviso Street Railway Company, operated by electric power, running from West Fortieth on Madison street to Oak Park. A number of new lines are projected, chief among which is the West Side Transportation Company, an elevated railroad enterprise designed to thoroughly cover the west portion of the city, and to have a depot in the business district.

One has no difficulty in reaching any portion of the city desired without asking questions if he knows whether the point sought is in the South, West or North part of the city. The lines all converging centrally it is but necessary to use one's eyes and read the name of the line upon the car. The cross town lines are so comprehensive that one can get within two or three blocks of any place desired. Most of the streets run at right angles, and all streets are numbered from Twelfth street southward, which runs east and west.

SOUTH SIDE.

State and 39th Street Cable Line. Cars leave cor. State and Lake sts., go south on State to 39th st.

State and 63d Street Cable Line. Cars leave cor. State and Lake Sts., go south on State st. to 63d st.

Archer Avenue Line. This car is a trailer on both the above lines as far as 19th st. where it is switched onto Archer av. and proceeds as a horse car southwest on Archer av. to Pliny av.

Wabash Avenue, Cottage Grove Avenue and 39th Street Cable Line. Cars leave cor. Wabash av. and Randolph st., go south to 22d st., east to Cottage Grove av. and southeast to 39th st.

Wabash Avenue, Cottage Grove and 55th Street Cable Line. The line to the World's Columbian Exposition. Cars leave cor. Wabash av. and Randolph st., go south on Wabash av. to 23d st., east to Cottage Grove av., southeast to 55th st., east to Lake av., south to 57th st.

Wabash Avenue, Cottage Grove and 71st Street Cable Line. Cars leave cor. of Wabash av. and Randolph st., go south to 22d st., east to Cottage Grove av., southeast to 71st st.

Indiana Avenue Line. This car is a trailer on the three lines next above described and is switched off at 18th st. and Wabash av., from which point it proceeds as a horse car east to Indiana av., south on Indiana av. to 39th st.

Cross Town Lines from either of the above seven lines transfers may be had free of extra charge, east or west on 22d, 26th, 31st, 39th, 43d and 63d sts.

The South Side Elevated Railroad begins at the south side of Congress st. and Wabash av. and is finished south to 55th st. Stations about every four blocks. The line will be in running order to the World's Fair Grounds before the Fair opens.

Wentworth Avenue and 63d Street Line. Cars leave State and 39th sts., go west on 39th to Wentworth av., south to 63d st. Transfer from State st. cable.

NORTH SIDE.

City Limits Cable Line. (Clark st.) Green light. Cars leave Monroe and Dearborn sts., go north on Dearborn to Randolph, west to La Salle, north (through tunnel) to Illinois, east to Clark, north to Diversey av.

City Limits Cable Line. (Wells st.) Red light. Cars leave Monroe and Dearborn sts., go north on Dearborn to Randolph, west to La Salle, north (through tunnel) to Illinois, west to Wells st., north to Clark, north to Diversey av.

Lincoln Avenue Cable Line. (Clark st.) Purple light. Cars leave Monroe and Dearborn, go south on Dearborn to Randolph, west to La Salle, north (through tunnel) to Illinois st., east to Clark st., north to Center st., west to Lincoln av., northwest to Wrightwood av.

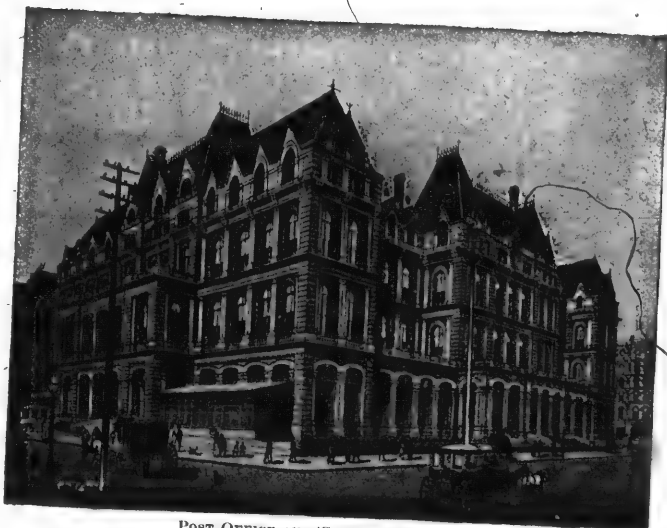
Lincoln Avenue. (Wells st.) Orange light. Cars leave Monroe and Dearborn, go north on Dearborn to Randolph, west to La Salle, north (through tunnel) to Illinois, west to Wells st., north to cor. Clark and Center sts., west on Center st. to Lincoln av., northwest to Wrightwood av.

Clybourn Avenue Line. Red light. This car is a trailer to Wells st. "grip" from Monroe and Dearborn sts. to Division st.; from this point it runs west on Division to Clybourn av., northwest to Cooper st.

Halsted Street Line. Purple light. This car is a trailer to Wells st. grip from Monroe and Dearborn sts. to Division st.; from this point it runs west on Division st. to Clybourn av., northwest to Halsted st., north to Evans-ton av.

Fullerton and Webster Avenue Line. White light. This car is a trailer to Lincoln av. "grip" from Monroe and Dearborn sts. to Fullerton av. then runs west to Racine av., south to Webster av.

Garfield Avenue and Center Street Line.



POST OFFICE AND CUSTOM HOUSE.



CITY HALL AND COUNTY COURT BUILDINGS.

Orange H.
grig to Ga.
south on

Division
Line. R.
Division
Waukegan

Larrab
leave Cl
Clark to
Chicago a
av

Sedgwick
Clark and
Kinzie, we
to Sedgwick

North S
leave State
Division, w

Madison
leave cor. M
La Salle to
to Washing
erson, south

Ogden A
is a trailer
cor. Madison
which point
on Ogden av
Albany and

Milwaukee
Cars leave co
on LaSalle to
to Washington
plains, north
Armitage av.

Division S
This car lea
from cor. Ma
from this po
on Division S

Noble Str
Waukegan av.
Salle to Nob
Noble st. cars
and Noble a
north on Nob
st. north to N
to Clybourn P

North Ave
is a trailer on
Madison and
point it proce
to 40th st.

Chicago Av
Orange light, C
sis., go north
av., northwest
av., north to D

Indiana Str
cor. State and
to Lake, west
west to Western

Guide to the World's Fair and Chicago.

Orange light. This car is a trailer to Lincoln av. grip to Garfield av., then runs west to Racine and south on Racine av.

Division Street to Milwaukee Avenue Line. Red light. Via Clybourn av. cable to Division st., thence west on Division st. to Milwaukee av.

Larrabee Street Line. White light. Cars leave Clark and Washington sts., go north on Clark to Kinzie st., west to Market, north to Chicago av., west to Larrabee, north to Lincoln av.

Sedgwick Street Line. Red light. Cars leave Clark and Washington sts., go north on Clark to Kinzie, west to Market, north to Division, west to Sedgwick, north to Center st.

North State Street Line. Red light. Cars leave State and Lake sts., go north on State to Division, west to Clark st., transfer to cable.

WEST SIDE.

Madison Street Cable Line. Red light. Cars leave cor. Madison and La Salle sts., go north on La Salle to Randolph, west to Fifth av., south to Washington, west (through tunnel) to Jefferson, south to Madison, west to West Fortieth st.

Ogden Avenue Line. Orangelight. This car is a trailer on the Madison st. cable line from cor. Madison and La Salle sts., go north on Madison, west to Fifth av., south to Ogden av. from which point it proceeds as a horse car south west on Ogden av. to Western av. Transfers given at Albany and Millard avenues.

Milwaukee Avenue Cable Line. Green light. Cars leave cor. Madison and La Salle sts., go north on La Salle to Randolph, west to Fifth av., north to Washington, west (through tunnel) to Desplaines, north to Milwaukee av., northwest to Armitage av.

Division Street Line. Green and red light. This car is a trailer on the Milwaukee av. cable from cor. Madison and La Salle sts. to Division st., from this point it proceeds as a horse car west on Division st. to California av.

Noble Street Line. Red light. Take Milwaukee av. cable from cor. Madison and La Salle to Noble st., and then take transfer for Noble st. cars which stand at cor. Milwaukee av. and Noble st. From this point it proceeds north on Noble st. to Blackhawk, west to Holt st. north to North av., west to Ashland av., north to Clybourn Place, west to Wood st.

North Avenue Line. Green light. This car is a trailer on the Milwaukee av. cable from cor. Madison and La Salle to North av.: from this point it proceeds as a horse car west on North av. to 40th st.

Chicago Avenue and Division Street Line. Orange light. Cars leave cor. State and Randolph sts., go north State to Lake, west on Milwaukee av., northwest to Chicago av. west to California av., north to Division st.

Indiana Street Line. Blue light. Cars leave cor. State and Randolph sts., go north on State to Lake, west to Halsted, north to Indiana st., west to Western av.

Lake Street Line. Yellow light. Cars leave cor. of State and Randolph sts., go north on State to Lake, west to West 40th st.

Halsted Street (South) Line. Red light. Cars leave cor. State and Randolph sts., go west on Randolph to Halsted, south to Stock Yards.

18th Street Line. Red and White light. Cars leave cor. State and Randolph sts., go west on Randolph to Halsted south to 18th st., west to Leavitt st.

Canalport Avenue Line. White light. Cars leave cor. State and Washington, go west on Washington to Fifth av., north to Randolph, west to Clinton, south to Harrison, east to Canal, south to Canalport av., southwest to Halsted, south to Stock Yards.

Randolph Street Line. Red light. Cars leave cor. State and Washington, go west on Washington to Fifth av., north to Randolph, west to Union Park, northwest to Lake, west to Western av.

Harrison and Washington Street Line. Green light. Cars leave cor. State and Madison, go west on Madison to Adams, west to Center av. south to Harrison, west to Western av.

Blue Island Avenue Line. Green light. Cars leave cor. State and Madison, go west on Madison to Clinton, south to Adams, west to Halsted, south to Blue Island av., southwest to Western av.

12th Street Line. Green light. Cars leave cor. State and Madison, go west on Madison to Fifth av., south to 12th, west to the boulevard.

Ashland Avenue Line. Purple and white lights. Cars leave cor. Michigan av. and Adams st., go west on Adams to Sangamon north to Austin, west to Center, north to Erie, west to Ashland av., north to Clybourn Place, west to Wood st.

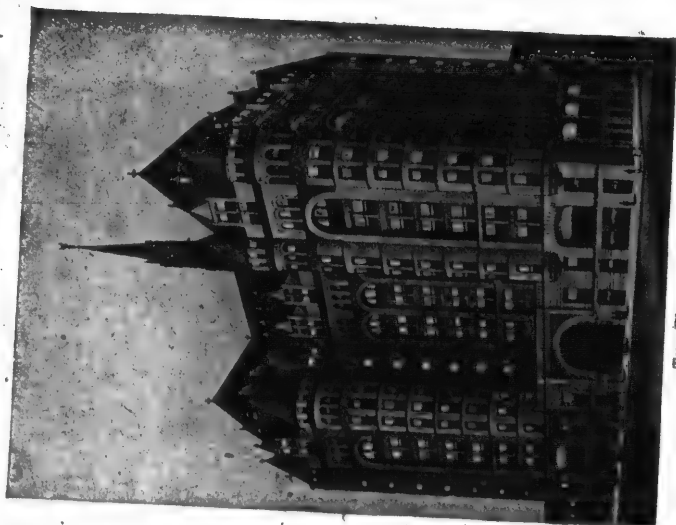
Center Avenue and Adams Street Line. Cars leave cor. Michigan av. and Adams st., go west on Adams to Center av., south to 21st st.

Harrison and Adams Street Line. Red light. Cars leave cor. Michigan av. and Washington st., go south on Michigan av. to Adams, west to Desplaines, south to Harrison, west to Western av.

Taylor Street Line. Red and blue light. Cars leave cor. Michigan av. and Washington st., go south on Michigan av. to Adams, west to Fifth av., south to Harrison, west to Canal, south to Taylor, west to Western av.

Van Buren Street Line. Pink light. Cars leave cor. State and Van Buren, go west on Van Buren to Kedzie av. Some cars on this line stop at the cor. of State and Randolph sts., south to Madison, west to Fifth av., south to Van Buren, then west to Kedzie av.

12th Street Line. Green light. Cars leave cor. State and Van Buren sts., go west on Van Buren to Jefferson, south to 12th st. west to the boulevard.



THE WOMAN'S TEMPLE.



THE MASONIC TEMPLE.

The view
Chicago's
art can
delight;
and the a
produces

The A
beautiful
comment
according

The po
ing to loc

For the

The foll

Alhamb

Take Stat

Auditor

Academ

st. (West s

Central

State.

Chicago

Washingt

Columbi

Clark and

Criterion

(north sid

Casino, v

Epstein's

dolph st., 1

Grand O

ton and R

National

Games cor

Chicago i
imaginable
the most in

Apollo, A

Acacia, 10

Eolus, 12

Ashland,

Calumet,

Carleton,

Chicago C

Chicago, 4

Douglas, 3

Farragut

Fortnight

Harvard, 1

Hamilton,

Hyde Park

Illinois, 15

Guide to the World's Fair and Chicago.

THEATRES

The visitor should see as many as possible of Chicago's theatres as they are all that money and art can make them for the patron's comfort and delight; the stages are large and well equipped and the attractions are of the best the country produces.

The Auditorium is undoubtedly the most beautiful, but they all have merits worthy of comment, and the visitor should see and decide according to his own taste.

The popular prices are 25c to \$1.50, according to location.

For the attractions see the daily newspapers.

The following is a list of the principal theatres:

Alhambra Theatre, State st., cor. Archer ave. Take State st. cable car.

Auditorium, cor. Wabash ave. and Congress st.

Academy of Music, Halsted st., near Madison st. (West side). Take Madison st. cable car.

Central Music Hall, n. e. cor. Randolph and State.

Chicago Opera House, s. w. cor. Clark and Washington.

Columbia Theatre, south side Monroe, bet. Clark and Dearborn.

Criterion Theatre, Sedgwick and Division sts. (north side).

Casino, Wabash ave., near Adams.

Epstein's Dime Museum, north side of Randolph st., near Clark.

Grand Opera House, Clark st. bet. Washington and Randolph sts.

National League Base Ball Grounds— Weekday Games cor. Wentworth ave. and 35th st. Sunday Games cor. Lincoln and Polk sts., West Side.

Globe Dime Museum, State near Van Buren st.

Havlin's Theatre, Wabash ave., bet. Eighteenth and Twentieth sts.

Haymarket Theatre, W. Madison st., bet. Halsted and Union. Take Madison st. cable car.

Hooley's Theatre, 149 Randolph st.

H. R. Jacobs' Academy, S. Halsted near W. Madison. (West side). Take Madison st. cable car.

H. R. Jacobs' Clark St. Theatre, North Clark st. near bridge.

Jacob Litt's Standard Theatre, cor. Halsted & Jackson sts. (West side.) Take Halsted st. car.

Kohl & Middleton's South Side Museums, 146 to 152 S. Clark st. and 292 State.

Libby Prison War Museum, Wabash ave. bet. 14th and 15th. Take Cottage Grove ave. cars.

Lyceum Theatre, 54 S. Desplaines st. Take Madison st. cable car.

Madison Street Opera House, 83 Madison st.

McVicker's Theatre, 82 Madison st.

New Windsor Theatre, North Clark and Division sts. Take Clark st. cable car.

People's Theatre, State st. bet. Congress and Harrison.

Schiller Opera House, North side of Randolph st. bet. Dearborn and Clark sts.

Timmerman Opera House, cor. Sixty-third and Stewart ave. Take State st. cable and transfer at 61st st.

CLUBS

Chicago has over 300 clubs and societies for all imaginable purposes. The following is a list of the most important:

Apollo, Apollo Hall, Central Music Hall.

Acacia, 105 Ashland Boulevard.

Eolus, 174 Evergreen Av.

Ashland, 575 Washington Boul.

Calumet, 20th street and Michigan Av.

Carleton, 3800 Vincennes Av.

Chicago Cycling, Hyde Park.

Chicago, 43 and 45 Monroe St.

Douglas, 3518 Ellis Av.

Farragut Boat Club, 3016 Lake Park Av.

Fortnightly, Art Institute Building.

Harvard, Harvard and 63d Sts.

Hamilton, 41 Groveland Park.

Hyde Park, Lake av. and 50th St.

Illinois, 154 Ashland Boul.

Illinois Cycling, 1068 Washington Boul.

Indiana, 3340 Indiana Av.

Iroquois, 108 Monroe St.

Kenwood, Lake Av. and 47th St.

La Salle, 542 West Monroe St.

Marquette, 305 Dearborn Av.

Press, 133 Clark near Madison.

Standard, Michigan Av. and 24th St.

Union, Dearborn Ave. and Washington Place.

Union League, Jackson and 4th Av.

Veteran Union League, 204 Dearborn St.

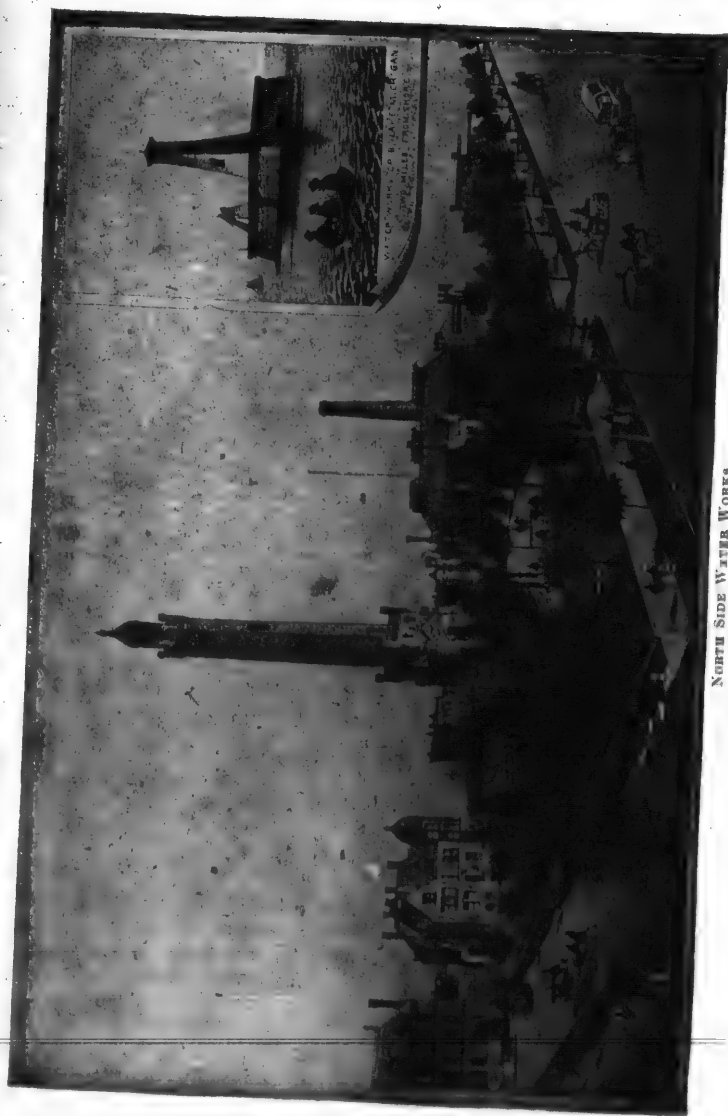
Washington Cycling, 653 West Adams St.

Washington Park, 61st and South Park Av.

Webster, 162 Sheffield Av.

Woodlawn Park, 63d St. and Madison Ave.

Young Men's Christian Association, 146 Madison st.



NORTH SIDE WATER WORKS.

Armour
avenue.
Branch
ary Socie
Public
Law In
Athena
Colored
Hamme
Illinois
keo Place

The lea
the follow
Tribune
born, mor
Herald
Inter C
born sts., r
Times,
Fifth av.,
Daily Ne

Argentine
Jackson.
Austro H
ward Claus
Belgium-
Denmark
200 Fremo
France
chaucellor,
German K
block.
Turkey—C

Adams Ex
American
Baltimore
street.
Northern
Adams St.
Pacific Exp
street.

Guide to the World's Fair and Chicago.

LIBRARIES AND READING ROOMS

Armour Mission, Thirty-third st. and Armour avenue.

Branch of the International Tract and Missionary Society, 26-28 College Place.

Public Library, City Hall.

Law Institute, Court House.

Athenaeum, 18-26 Van Buren st.

Colored Men's Library, 400 Dearborn st.

Hammond Library, 81 Ashland bouli.

Illinois Tract Society (Adventists), 26-28 College Place.

Newberry Library, cor. North State and Oak streets.

Pullman Public Library, Arcade building, Ravenswood Public Library, Commercial and Sulzer sts.

South Chicago Public Library, cor. Ninety-first st. and Houston av.

Union Catholic Library, 94 Dearborn st.

Wheeler Theological Library, 1113 Washington bouli.

Young Men's Christian Association, 148 Madison st.

NEWSPAPERS

The leading daily newspapers of Chicago are the following:

Tribune, southwest cor. of Madison and Dearborn, morning.

Herald, Washington st., morning.

Inter Ocean, northwest cor. Madison and Dearborn sts., morning.

Times, northwest cor. of Washington and Fifth av., morning.

Daily News Record, 123 Fifth av., morning.

Globe, 118 Fifth av., morning.

Illinois Staats Zeitung, German, northwest cor. Fifth av. and Washington st., morning.

Freie Presse, German, 90-94 Fifth av., morning.

Daily News, 123 Fifth av., evening.

Mail, 120 Fifth av., evening.

Journal, 161 Dearborn st., evening.

Post, 164-166 Washington st., evening.

Abendpost, Fifth av. near Adams st., evening.

CONSULS IN CHICAGO

Argentine Republic—P. S. Hudson, 83 E. Jackson.

Austria-Hungary—Henry Claussenius; V. Edward Claussenius, 78 and 80 Fifth av.

Belgium—Charles Henrotin, 167 Dearborn st.
Denmark—Emil Dreier; V. Otto A. Dreier, 209 Fremont.

France—Edmond Bruwaert; Jules Hellmann, chancellor, 70 LaSalle, r. 62.

German Empire—Carl Bueinz, room 25 Borden block.

Turkey—Charles Henrotin, 167 Dearborn.

Great Britain—James H. Sadler and R. H. Sadler, 72 Dearborn street, r. 4.

Italy—Conte V. Manastero di Costigliola, 110 LaSalle, r. 1.

Mexico—Felipe Berriosal, Jr., 120 E. Washington street, r. 30.

Netherlands—George Birkhoff Jr., 85 E. Washington street.

Russia—Com. M. H. Thal, 62, 70 LaSalle.

Sweden and Norway—Peter Svance, 153 Randolph, r. 1.

Switzerland—A. Holenger, 107 Washington st.

EXPRESS COMPANIES

Adams Express Company, 189 Dearborn St.

American Express Company, 72 Monroe St.

Baltimore & Ohio Express, 89-91 Washington street.

Northern Pacific Express Company, 138 Adams St.

Pacific Express Company, 80-91 Washington street.

Parmelee's Omnibus Line, 132 Adams St.

United States Express Company, 80-91 Washington.

Wells, Fargo & Company's Express, 184-186 Dearborn St.

Brink's City Express, General office, 88 Washington St.

National, 138-140 Adams St.



STATUES IN LINCOLN PARK.

Chicago
 vided am
 The foll
 For a full
 nonnem
 NON S
 Vicker's t
 Central
 Swing, pr
 BAPT
 Twenty-th
 First-S
 P. S. Her
 Fourth-
 Walfende
 La Sall
 street. H.
 CATHO
 -Corner S
 rick A. Fee
 St. Jam
 street. Hu
 Church
 street, corn
 CONGR
 gan av., T
 saulus, pas
 Union Pa
 ewards. Fr
 New Eng
 Place. Jam

The Chic
 very extens
 3200 acres w
 The follow
 boulevards:
 Airlie Squ
 ac. Take Co
 and go west
 Douglas M
 Lake Front
 cable to 35th
 Douglas Pa
 acres. Take
 Ellis Park
 Grove ave., 3
 cable to 37th
 Garfield Pa
 185 ac. Tak
 Groveland
 south of 33d
 ave. cable line
 Humboldt I
 st. and N. Call
 fornias ave, cas

Guide to the World's Fair and Chicago.

CHURCHES

Chicago has over 600 churches which are divided among people of nineteen denominations.

The following are a few of the most popular. For a full list see the city directory, also see announcements in Sunday morning newspapers.

NON SECTARIAN—People's church, McVicker's theater. Dr. H. W. Thomas, pastor.

Central church, Central Music Hall, Dr. David Swing, preacher.

BAPTIST—Immanuel, Michigan Av., near Twenty-third street. O. P. Gifford, pastor.

First—South Park av. and Thirty-first street. P. S. Heron, pastor.

Fourth—Ashland av. and Monroe street. J. Wolfenden, pastor.

La Salle Ave.—La Salle av. and Division street. H. O. Rowlands, pastor.

CATHOLIC—Cathedral of the Holy Name. Corner Superior and North State street. Patrick A. Feehan, rector.

St. James Church—Wabash av., near Thirtieth street. Hugh McGuire, pastor.

Church of the Holy Family—West Twelfth street, corner May street. T. S. Fitzgerald, rector.

CONGREGATIONAL, Plymouth.—Michigan av., Twenty-sixth street. Frank W. Quinsaul, pastor.

Union Park.—Ashland and Washington Boulevards. Frederick A. Noble, pastor.

New England.—Dearborn av. and Delaware Place. James G. Johnson, pastor.

PROTESTANT EPISCOPAL—Grace—1445 Wabash av. Clinton Locke, rector.

Epiphany.—Ashland boulevard and West Adams street. T. N. Morrison, rector.

St. James—Cass and Huron streets. Floyd Tomkins, rector.

REFORMED EPISCOPAL—Christ.—Michigan av. and Twenty-fourth street. Charles E. Cheney, rector.

St. Paul's—West Adams and Winchester av. Samuel Fallows, rector.

St. Matthew's.—Larrabee street and Kemper Place. Frederic Shelly, rector.

METHODIST, Trinity.—Indiana av., near Twenty-fourth street. F. M. Bristol, pastor.

South Park Avenue.—Cor. South Park av. and 33rd st. J. M. Caldwell, pastor.

Centenary—West Monroe, near Morgan. H. W. Bolton, pastor.

Grace—La Salle av., near Locust. R. S. Martin, pastor.

PRESBYTERIAN, First.—Indiana av. and 21st st. John H. Barrows, pastor.

Second—Michigan av. and Twentieth street. Simon J. McPherson, pastor.

Third—Ashland boulevard and Ogden av. John L. Withrow, pastor.

Fullerton—Fullerton av. and Larrabee street. pastor.

REFORMED JEWISH CHURCH, Sinai Congregational, Indiana av. and Twenty-first street. Dr. E. G. Hirsch, lecturer.

PARKS

The Chicago Park and Boulevard System is very extensive and will when completed occupy 3290 acres with over 100 miles of drives.

The following are the principal parks and boulevards:

Aldine Square, 37th and Vincennes ave., 1 1/4 ac. Take Cottage Grove ave. cable car to 37th and go west to Vincennes ave.

Douglas Monument Square, 35th st. and the Lake Front, 2 1/2 acres. Take Cottage Grove ave. cable to 35th st., and go east to the lake.

Douglas Park, Ogden and California aves., 180 acres. Take Ogden av. car.

Ellis Park, 37th st., one block west of Cottage Grove ave., 3 1/4 acres. Take Cottage Grove ave. cable to 37th st.

Garfield Park, W. Madison st. and Homan av., 185 ac. Take Madison st. cable line.

Graveland Park, Cottage Grove ave., a little south of 33d st. 5 acres. Take Cottage Grove ave. cable line.

Humboldt Park, W. North ave., W. Division st. and N. California av., 200 acres. Take California av. car.

Jackson Park, The World's Columbian Exposition. Site bet. the Lake Shore and Stony Island ave. and 53d and 67th sts. 553 acres. Take Cottage Grove ave. cable to 57th st.

Jefferson Park, bet. Adams, Throop, Monroe and Loomis sts. 5 1/2 acres. Take Madison st. cable line to Throop st. and go 1 block south.

Lake Front Park, E. of Michigan ave. bet. Randolph and 12th sts.

Lincoln Park, N. Clark st. and North ave. 250 acres. Take N. Clark st. cable.

Midway Plaisance, bet. 59th and 60th sts. and Jackson and Washington Parks. 80 acres. Take Cottage Grove ave. cable line 71st st. division.

Union Park, Ashland boul. and W. Lake st. 15 acres. Take Lake st. horse cars.

Vernon Park, W. Polk and Loomis sts. 4 acres. Take Centre ave. cars to Polk st.

Washington Park, Cottage Grove ave. and 57th st. 37 1/2 acres. Take Cottage Grove ave. cable line.

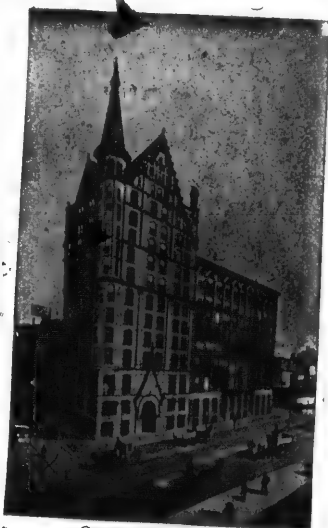
Woodland Park, Cottage Grove ave., a little north of 35th st. 5 acres. Take Cottage Grove ave. cable line.

La Salle
Statue

Schiller
Monument



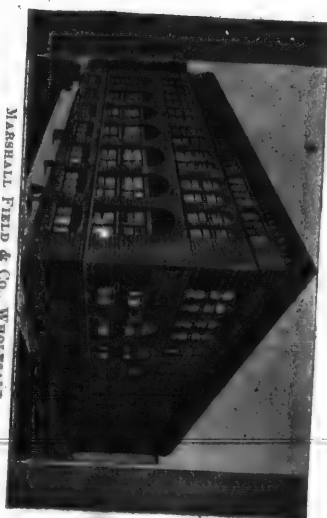
TACOMA BUILDING.



OWINGS BUILDING.



MARSHALL FIELD CO. WHOLESALE.



MARSHALL FIELD & CO. WHOLESALE.

Alexian
Augusta
Bennett
Chicago
Chicago
York sts.
Chicago
Chicago
Adams ap
Cook Co
Lincoln an
National

CALVARY
cago & No
Lake Super
MOUNT O
road.
OAKWOOD

LINCOLN
U. S. Gran
monument.
Schiller mo
Indian grou

DOUGLAS
fifth st. Re

DREXEL B
boulevard.

FORT DWA
Michigan av

Police M
Haymarket
located at H

American C
Central Uni
Chicago, 20
Gray Nation

American D
Baltimore d
Chicago & M
Gamewell F
Gold & Stoc

Guide to the World's Fair and Chicago.

HOSPITALS

- Alexian Brothers, 559-560 N. Market st.
Augustana, 151 Lincoln av.
Bennett, cor. Ada and Fulton sts.
Chicago Emergency, 194 Superior st.
Chicago Homeopathic, cor. South Wood and York sts.
Chicago Floating, North-Pier, Lincoln Park.
Chicago, for Women and Children, cor. West Adams and Paulina sts.
Cook County, bounded by Wood, Harrison, Lincoln and Polk sts.
National Temperance, 3411 Cottage Grove av.
Michael Reese, cor. Twenty-ninth st. and Cottage Grove av.
Presbyterian, cor. Congress and Wood sts.
Railway Brotherhood, cor. Ada and Fulton sts.
St. Vincent's Asylum and Maternity, 101 La Salle av.
United States Marine, Lake View.
Wesley, 355-357 East Ohio st.
Woman's, Rhodes av. and Thirty-second st.
German, 754 Larrabee st.
Hahnemann, 2811 Cottage Grove av.
Mercy, cor. Calumet av. and Twenty-sixth st.

CHIEF CEMETERIES

- CALVARY, distant ten miles. Reached by Chicago & Northwestern and Chicago, Evanston & Lake Superior railroads.
MOUNT OLIVET, reached by Grand Trunk railroad.
OAKWOOD, reached by Illinois Central.
ROSEHILL, reached by Chicago & Northwestern.
GRACELAND, reached by Chicago, Evanston & Lake Superior.
WALDHEIM, reached by Wisconsin Central and Chicago & Northwestern.

MONUMENTS

- LINCOLN PARK, has the Lincoln statue; the U. S. Grant equestrian monument, Ryerson monument, Bates fountain, Frederick von Schiller monument, La Salle monument, Ottawa Indian group.
DOUGLAS MONUMENT, Lake ave. and Thirty-fifth st. Reached by the Illinois Central.
DREXEL FOUNTAIN, at south end of Drexel boulevard.
FORT DEARBORN TABLET, corner River st. and Michigan ave.
POLICE MONUMENT, commemorative of the Haymarket Riot on the night of May 4th, 1886, located at Haymarket square.
COLUMBUS STATUE, facing the lake at the principal pier of the World's Fair Ground.
DRAKE FOUNTAIN at the City Hall and Court House building, Washington st.
THE GREAT FIRE INSCRIPTION at 137 DeKoven street, where the fire originated.
THE FORT DEARBORN INSCRIPTION on the warehouse of the W. M. Hoyt Co., Rush st. Bridge.
THE PULLMAN STATUE, commemorative of the Fort Dearborn Massacre, at Calumet ave. and 18th st.
THE ARMSTRONG BUST, cor. Clark and Adams.
GARFIELD STATUE, Garfield Park.
VON HUMBOLDT STATUE, Humboldt Park.

TELEPHONE COMPANIES

- American Cushman, 242 South Water st.
Central Union, 203 Washington.
Chicago, 203 Washington.
Gray National, 189 La Salle st.
Northwestern Overland Telegraph and Telephone, 243 Adams st.
Police and Signal, 118 La Salle st.
Ravenswood, Opera House building.

TELEGRAPH COMPANIES

- American District, 203 Washington.
Baltimore & Ohio, 70 Board of Trade.
Chicago & Milwaukee, 56 Board of Trade bldg.
Gamewell Fire Alarm, 59 Clark st.
Gold & Stock, 9 Rialto bldg.
Mutual Union, 239 La Salle st.
Postal Telegraph Cable, Clark cor. Jackson.
Western Union, cor. Washington and La Salle streets.



AUDITORIUM BUILDING.

White Star
Thos. Cook
Allan Line,
Anchor Line
Cunard, 137

Chicago be
amount of b
tional Bank
10 Savings B
The week
upward of \$1
The 25 Nat
capital of \$25
and total de

The followi

NA

American
Building, Des
Atlas Nation
Bankers' Na
Chemical Na
Chicago Nat
roe.
Columbia Na
Commercial
Monroe.
Continental N
First Nation
Fort Dearbor
ing, 187 Dearb
Globe Nation
Slide and Le
cor. La Salle.
Merchants' Na
Metropolitan
roe.
National Bank
Monroe.
National Bank
Northwestern
Adams st.
Union Nation
National Bank
cor. Quincy.

Guide to the World's Fair and Chicago.

OCEAN STEAMSHIP LINES

White Star Line, 54 Clark st.
Thos. Cook & Son, 234 Clark st (Tourist agents).
Allan Line, 112 LaSalle.
Anchor Line, 70 La Salle.
Cunard, 131 Randolph.

Hamburg-American, 125 La Salle.
American }
Inman. } Int. Nav. Co., 32 Clark.
Red Star, }
North German Lloyd, 82 5th Av.

BANKS

Chicago banks now rank next to New York in amount of business done; there are in all 25 National Banks, 21 State Banks, 2 Foreign Banks 10 Savings Banks and 61 Private Banks.

The weekly bank clearances now amount to upward of \$100,000,000.

The 25 National Banks alone have a combined capital of \$22,300,000, a surplus of \$13,004,632 and total deposits of \$143,024,755.

The following is a list of the leading banks:

NATIONAL BANKS.

American Exchange National, Monadnock Building, Dearborn and Jackson.

Atlas National, LaSalle, s. w. cor. Washington.

Bankers' National Bank, Masonic Temple.

Chemical National, 85 Dearborn st.

Chicago National, Dearborn st., s. w. cor. Monroe.

Columbia National, La Salle cor. Quincy.

Commercial National, Dearborn st. s. e. cor. Monroe.

Continental National, LaSalle, s. w. cor. Adams.

First National, Dearborn st., n. w. cor. Monroe.

Fort Dearborn National, Adams Exp. Building, 187 Dearborn.

Globe National, cor. LaSalle and Jackson.

Hide and Leather National, Madison st., s. e. cor. La Salle.

Merchants' National, 80 and 82 LaSalle st.

Metropolitan National, LaSalle, s. w. cor. Monroe.

National Bank of America, LaSalle, s. w. cor. Monroe.

National Bank of Illinois, 115 Dearborn st.

Northwestern National, cor. LaSalle and Adams st.

Union National, La Salle st., n. e. cor. Adams.

National Bank of the Republic, LaSalle, s. w. cor. Quincy.

STATE BANKS.

American Trust and Savings Bank, cor. La Salle and Madison sts.

Bank of Commerce, 188 to 192 LaSalle st.

Commercial Loan and Trust Co., 115-117 La Salle st.

Corn Exchange Bank, 217 LaSalle.

Garden City Banking and Trust Co., LaSalle st., cor. Randolph.

Home Savings Bank, 184 W. Washington.

Hyde Park Bank, Lake ave. and 53d st.

Illinois Trust and Savings Bank, cor. LaSalle and Adams sts.

International Bank, 110 LaSalle st.

Merchants' Loan and Trust Co., Washington st. cor. Dearborn.

Royal Trust Co., 167 Jackson st.

State Bank of Chicago, Lake st., cor. LaSalle.

The Jennings Trust Co., 185 Dearborn st.

The Northern Trust Co., Washington st., cor. LaSalle.

Northwestern Bond and Trust Co., 175 Dearborn st.

Union Trust Co., Dearborn st., cor. Madison.

FOREIGN BANKS.

Bank of Montreal, Woman's Temple.

Scandinavian Exchange Bank, 58 LaSalle st.

SAVINGS BANKS.

American Trust and Savings Bank, cor. LaSalle and Madison sts.

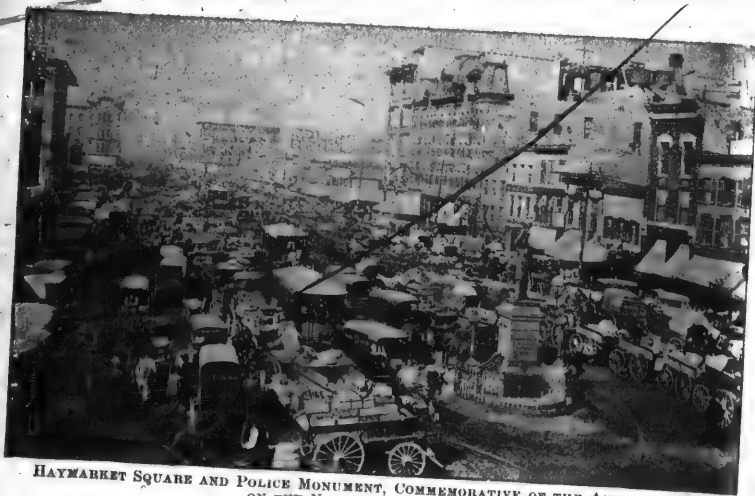
Chicago Trust and Savings Bank, 122 and 124 Washington st.

Dime Savings Bank, 104-106 Washington st.

Globe Savings Bank, cor. Dearborn and Jackson sts.

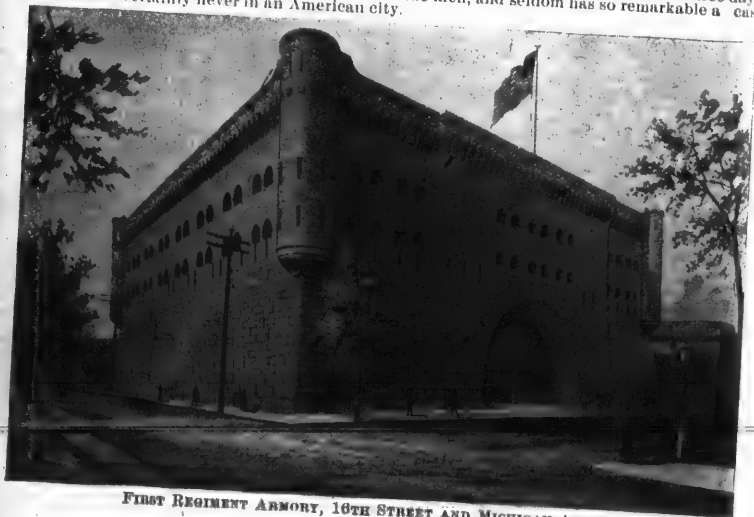
Illinois Trust and Savings Bank, cor. LaSalle and Adams sts.

Union Trust Co., Dearborn st., cor. Madison.



HAYMARKET SQUARE AND POLICE MONUMENT, COMMEMORATIVE OF THE ANARCHIST RIOT ON THE NIGHT OF MAY 4, 1886.

An event which startled the citizens of Chicago as no other American city was ever startled, was the bloody massacre which took place on the night of May 4, 1886, and which is known as the Haymarket Massacre. On that fatal night, the Anarchists threw a dynamite bomb which exploded with deadly effect, killing seven policemen and wounding sixty more. The prime movers in this outrage were arrested, and after a long and exhaustive trial, five of them were condemned to death, and three were sentenced to the penitentiary, two for life and one for a term of fifteen years. The citizens of Chicago raised a purse of \$55,000 for the families of the policemen who suffered. A handsome monument to their memory has been erected in the Haymarket, the scene of the riot. An attempt was made to procure a new trial, but this was overruled, after the arguments were heard fully by Judge Gary, and which consumed three days. He was the Judge who presided at the trial of the men, and seldom has so remarkable a case been heard—certainly never in an American city.



FIRST REGIMENT ARMORY, 16TH STREET AND MICHIGAN AVENUE.

Res
the main
counter in
facing the
about 30,0

Sew
pipes into
tem of pip
third syste
Here it is p
pressed into
large for a

Staff
buildings a
fireproof, w
ral designs
are made, a
more than
amount of
four-story b

Stock
sheds, cover
for spectato
200 feet. T

Statue
Justice, Rel
Strength, Ab
Single Figur
Groups at si
troled, "Ple
Figures, "VI

AGRICUL
Horoscope (G
ments, 20 p
Main Pedime

MACHIN
of which 13 c
it Figures of
Mullins, Sale

COLONNA
Obelisk. M. A

MUSIC H
Sculptors. F
Sculptor. Fo

TRANSP
kenting pro
HORTICUL

Six Single Fig
GALLERIE

Sculptor. ON
Sculptor. Flve

Velasquez.

ANIMALS
these gentleme

WOMAN'S
each of "Hope"

Statue of

Statue of R

The Grand

WISCONSIN

KENTUCKY

Volcano L



ANARCHIST RIOT

ty was ever startled,
which is known as
namite bomb which
more. The prime
al, five of them were
r life and one for a
the families of the
been erected in the
w trial, but this was
nsumed three day-
remarkable a case



Restaurants.—During the Exposition there will be restaurants and dining rooms in all the main buildings. There will be a dairy lunch in the Dairy Building, and a railroad lunch facing the Manufactures Building on the lake shore. The capacity of the restaurants will be about 30,000 persons per hour.

Sewerage.—The rain-water from the roof is conducted by one system of under ground pipes into the interior waterways. The flood water from the ground is conducted by another system of pipes into Lake Michigan. The sewage proper is forced by hydraulic pressure through a third system of pipes to the cleansing works at the extreme southeast corner of the grounds. Here it is precipitated into tanks, where it is purified by a chemical process, and the solids are pressed into cakes and burned under the boilers. This sewage system is on a scale sufficiently large for a city of 600,000 population, and it will constitute an exhibit in itself.

Staff.—A composition of plaster, cement and hemp, or similar fiber. All the Exposition buildings and many of the State buildings will be covered with staff. It is lighter than wood, is fire-proof, waterproof, and if kept painted, will last many years. The architectural and sculptural designs in the covering of the buildings are first modeled in clay, which architectural and sculptural are made, and the staff covering is then cast very much as iron is cast. Staff has been used for more than one hundred years as a covering for buildings, notably in South America. The amount of this work on the main Exposition buildings is equal to the covering of one wall of a four-story building fifteen miles long.

Stock Exhibit.—In the extreme south part of the grounds. The buildings provided are sheds, covering 40 acres; a pavilion, 280 by 440 feet, containing a show ring and amphitheater for spectators; and three buildings for special animals and exhibits, each building being 65 by 200 feet. The total cost of the buildings for live stock is \$335,000.

Statuary.—ADMINISTRATION BUILDING. Groups around the Dome. Commerce, Industry, Justice, Religion, War, Peace, Science, Art. Groups on the Corner Pavilions: Charity, Truth, Strength, Abundance, Tradition, Liberty, Joy, Diligence, Education, Unity, Patriotism, Theology, Single Figures: Fishermans, Teacher, Air, Diana, Harvesting, Electricity, Blacksmith, Chemistry. Groups at sides of the Four Entrances: Water, Uncontrolled, Water, Controlled, Fire, Uncontrolled, Fire, Controlled, Air, Uncontrolled, Air, Controlled, Earth, No. 1, Earth, No. 2. Interior Figures, "Victory." Karl Bitter, Sculptor.

AGRICULTURAL BUILDING.—Two "Ceres" Groups. Eight "Four Seasons" Groups. Four Horoscope Groups. Four Cattle Groups. Four Horse Groups. Four "Pillio," for the Corner Pediment. 20 Figures of "Zodiac." 68 Figures "Abundance." The "Glorification of Ceres" in the Main Pediment. Larkin G. Mead, Florence, Italy, Sculptor.

MACHINERY HALL.—10 Figures of "Sciences." The East Pediment. Figure of "Victory," of which 13 casts were made in Copper, by W. H. Mullins, of Salem, Ohio. M. A. Waagen, Sculptor. Figures of Inventors. Figure of "Victory," of which 4 casts were made in Copper, by W. H. Mullins, Salem, Ohio. Robt. Kraus, Sculptor.

COLONNADE.—One Cattle Group. One Horse Group. Four Large Lions, at the Base of the obelisk. M. A. Waagen, Sculptor.

MUSIC HALL CARINO AND PERISTYLE.—"Quadrige" Bull and Horse. French & Potter, Sculptors. Figures, "Orator," "Indian," "Navigation," "Fisherboy," "Music." Theo. Baur, Sculptor. Four Groups on Water Gates. Bela Pratt, Sculptor.

TRANSPORTATION BUILDING.—16 Figures of Inventors. 8 Groups. 5 Bas-Reliefs, representing progress in transportation methods. J. J. Boyle, Sculptor.

HORTICULTURAL BUILDING.—Two Groups, Battle of Flowers, Sleep of Flowers, "Flora." Six Single Figures. Lorado Taft, Sculptor. Cupid Frieze, extending all around the Building.

GALLERIES OF FINE ARTS.—8 "Caryatides," and 12 Figures of Angels. Philip Martiny, Sculptor. One "Renouance," (Victory.) 8 Figures of Arts and Sciences. Olin L. Warner, Sculptor. Five Busts of Celebrated Artists, by Warner: Angelo, Titian, Raphael, Rembrandt, Velasquez.

ANIMALS FOR THE BRIDGES.—Six Native Animals of America, to be Modeled by each of these gentlemen; Edw. Kenney, A. P. Proctor, Sculptors.

WOMAN'S BUILDING.—Pediment, "Glorification of Woman's Work." 12 Groups, six casts each of "Hope" and "Charity." Miss Alice Rideout, Sculptor.

Statue of "Neptune" Duplicated Six Times, on Rostral Columns. Johannes Gelert, Sculptor. Statue of the Republic. By Daniel C. French.

Statue of Benj. Franklin in South Hemicycle of Electricity Building. Carl Rohl-Smith. The Grand Electric Fountain in Front of Administration Building. F. MacMonnies.

WISCONSIN BUILDING.—"Genius of Wisconsin," to be in Marble. Miss Mears, Sculptor. "Forward," a Ship. Miss Miner, Sculptor.

KENTUCKY BUILDING.—Statue "Daniel Boone." By Miss Yondell, Sculptor.

VOLCANO BUILDING.—Statue "Goddess of Fire." Mrs. Copp, Sculptor.



The World
completed
more congr
under its au
the World's
of the follo

The Auxiliary is directed by the Unit for each of the local committees and other members of a local council of auxiliaries and corresponding committees organization branch, with ranging those participate. tized. and th

Below will be arranged, the congresses and congresses in each of which their

- MAY—1. W
2. Th
3. M
JUNE—4. Te
5. M
6. Co
JULY—7. Mu
8. Li
9. Ed
AUGUST—
10. Engineer
11. Art, Arch
12. Govern
13. General
14. Science

TO T

This bureau
World's Columbian
through its hot
the best of its
cago for the co
to procure for t
ing at fair and

The manager
that thousands
visiting the city
on this point, he
to realize satisf

Inquiries were made of householders to learn, as far as possible, the expected percentage of the general public, to cover a sample of people in the business North avenue area.

Price of rooms
Single room, \$1.00
Double room, \$2.00
two persons, \$2.00
Double bed, \$2.00

Price of rooms

Single room, \$12.50.
Double room, \$22.50.
Two persons, \$27.50.
Double-bedded room, \$33.50.
Double-bedded room, \$41.15.

WORLD'S FAIR CONGRESSES

The World's Fair Congress Auxiliary has so far completed its arrangements for the hundreds or more congresses of thinkers, which will be held under its auspices at Chicago in connection with the World's Fair, that it authorizes the issuance of the following information concerning them:

The Auxiliary is authorized and supported by the Directory of the Exposition, and recognized by the United States. Congresses will be held for each of the chief branches of study, research and other mental endeavor. Each congress has a local committee of arrangements, an advisory council of active non-residents, general advisory and corresponding members, and in many cases committees of co-operation chosen by interested organizations. The Auxiliary has also a women's branch, with committees, to co-operate in arranging those congresses in which women will participate. The entire work is well systematized, and the arrangements are in active hands.

Below will be found, as far as thus far arranged, the different departments in which the congresses are classified, the number of congresses in each department, and the date at which their sessions will begin:

- MAY—1. Woman's Progress, May 15.
- 2. The Public Press, 3, May 22.
- 3. Medicine and Surgery, 6, May 29.
- JUNE—4. Temperance 4, June 5.
- 5. Moral and Social Reform, 4, June 12.
- 6. Commerce and Finance, 6, June 19.
- JULY—7. Music, 7, July 3.
- 8. Literature, 4, July 10.
- 9. Education, 13, July 17.
- AUGUST—10. Engineering, 7, August 1.
- 11. Art, Architecture, etc., 6, August 1.
- 12. Government, Law, Reform, etc., 6, August 7.
- 13. General Department (congresses not otherwise classed), August 14.
- 14. Science and Philosophy, 15, August 21.

TO THE VISITOR—THE BUREAU OF PUBLIC COMFORT

This bureau has been established by the World's Columbian Exposition to co-operate, through its hotels and rooming departments, to the best of its ability, with the citizens of Chicago for the comfort and protection of visitors, to procure for them suitable and desirable lodging at fair and reasonable rates.

The management is keenly alive to the fact that thousands of visitors will be deterred from visiting the city unless they can be fully assured on this point, hence every effort is being made to realize satisfactory results in this direction.

Inquiries were sent out some time ago to householders having furnished rooms to let, to learn, as far as possible, prices that would be expected therefor, and the following statement gives the general average quotations received in reply, to cover accommodations for over 16,000 people in the best part of the city lying between North avenue and Seventy-ninth street.

Price of rooms per day without board:

- Single room, single bed, one person, \$1.35.
- Double room, double bed, one person, \$2.12; two persons, \$2.70.
- Double-bedded room, two double beds, two persons, \$3.50.
- Double-bedded room, two double beds, three persons, \$4.15.

SEPTEMBER—

- 15. Labor, 6, August 28.
- 16. Religion, Missions, etc., 24, September 5-30.

OCTOBER—

- 17. Sunday Rest, 5, _____
- 18. Public Health, 4, _____
- 19. Agriculture, 7, October 16.

A complete programme has been prepared, giving the exact date at which each congress in these several departments will convene. The proceedings of each congress will consist chiefly of the reading of papers, specially prepared by the most eminent specialists and advocates in the respective fields to which the congresses are devoted. Acceptances, already received, promise representation of the best thought of the best talent in the world. It is expected that these prepared papers will so fully occupy the time that little if any, will be available for extemporaneous discussions. This must be left for the press, rostrum and pulpit. The papers and proceedings of the congresses will be printed and bound in enduring form, and will constitute, it is believed, an exceedingly valuable addition to human learning and a wonderfully complete exposition of the present status and results of mental and moral achievement throughout the world.

The congresses will be held in the Memorial Art Palace, now being erected on Lake Front park. This building will have two large audience rooms, each with a capacity of 3,000 or more, and twenty smaller rooms, accommodating from 300 to 700 each. Thus it will be possible for two general congresses and twenty special congresses to be in session at the same time.

Interested persons desiring special or detailed information concerning the Auxiliary or any of its congresses should address Charles C. Bonney, Pres. World's Congress Auxiliary, Chicago.

Double-bedded room, two double beds, four persons, \$5.50.

There certainly does not seem, according to these figures, to be any indication that citizens of Chicago will demand excessive rates for the accommodation of visitors to the Exposition, and they can be relied upon to sustain the good reputation of Chicago for fair and liberal treatment of its guests. One publishing house has a 10,000 places in the city of Chicago where furnished rooms can be had at moderate rates. The prices given above do not include large first-class hotels nor prominent new buildings in course of erection in the vicinity of Jackson Park. Many mischievous rumors alleging the likelihood of high prices and extortion generally have been originated by persons interested in outside boarding-house schemes, some of them apparently irresponsible and even fraudulent. The great mass of visitors will doubtless prefer the quiet and economy of furnished rooms such as alluded to, and apartment hotels, arranging to take their meals from day to day wherever it may suit their convenience. It is estimated that from 50,000 to 100,000 people will be served daily with meals within the Exposition grounds alone, while the number of hotels and restaurants is constantly increasing.



SHOE AND LEATHER BUILDING—See Page 11.



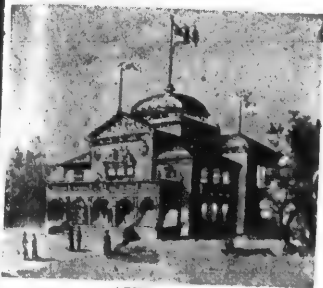
mantel of Art
parts of the b
and officers' r
central dome.
Designer,
The Heidenric

CALIFORNIA

Its dimensions
buildings. The
ance of the ol
dough and soli
Mission church
tower, while th
mission archite
buildings. The
of fruits and c
and one at eith
floor in the no
ve south end a
ly plain, there
no interior or c
decorations of
kind. The wa
whitewashed
and with a n
central portion
is devoted to
den, 144 feet
surrounding th
and dome. On
side of the ma
trances are ele
running to the
garden. These
tors are a Call
product, the now
ing a combinati
steam and water
roof is of Calif
and the

Architect, P. B.
franchises
tractions. The He
rich Co., of Chic
cost \$75,000.

STATE BUILDINGS.



ARKANSAS

ARKANSAS—The design for this building follows classic models, it being the French "Rococo" style of architecture. Arkansas was originally settled by the French. The exterior is a plaster and ornamental staff work, tinted in light color. The interior is tinted, and the ornamental work brought out in gold. The building has a ground area of 66 by 92 feet. From a large circular veranda, which runs the width of the building, an elliptical entrance opens to the rotunda, 30 by 30 feet, lighted by a central dome. In the center of the rotunda is a fountain of Hot Springs crystals, lighted by electricity. Flanking the rotunda are six rooms, 15 feet square. Five of these will be used as exhibit rooms, with the registry room on the right of the entrance lobby. Opening from the rotunda, by triple arches, is the hallway, 11 by 55 feet, with the stairways on each side of the arched entrance. At the rear of the building is the assembly hall, 25 by 65 feet, which is entered from the hallway through triple arches. In this hall opposite the entrance, is a 10-foot mantel of Arkansas white onyx. Columns and vases of the same material are placed in various parts of the building. On the second floor are parlors for men and women, a library, committee central dome. Designer, Mrs. Jean Douglas, of Little Rock; architect, E. Kaufman of Chicago; contractors, The Heidenreich Company, of Chicago; cost \$15,000.

CALIFORNIA—Next to the building for Illinois, this is the largest of the State buildings. Its dimensions are 144 by 435 feet. It is in the style of architecture of the old California mission buildings. The exterior is of plain plaster, artificially seamed and cracked, giving it the appearance of the old mission buildings, while recessed entrances give the walls that appearance of Mission church at San Diego. The main tower is an exact reproduction of the San Diego church tower, while the remaining towers on the corner and center of the building are styled from the mission architecture. This building is not of the club house character of most of the other State buildings. The entire first floor is open, and is devoted to the California State display, principally of fruits and canned goods. There are three fountains on the ground floor, one in the center, and one at either end. The central hall is surrounded by a wide gallery, and on the gallery floor in the north end of the building is the banquet hall, a kitchen, and an assembly room. In the south end are four servants' rooms, and there is a cafe in the gallery. The building is severely plain, there being no interior or exterior decorations of any kind. The walls are anti-washed within and without. The central portion of roof is devoted to a garden, 144 feet square, surrounding the central dome. On either side of the main entrance are elevators running to the roof garden. These elevators are a California product, the power being a combination of steam and water. The roof is of California red tile.

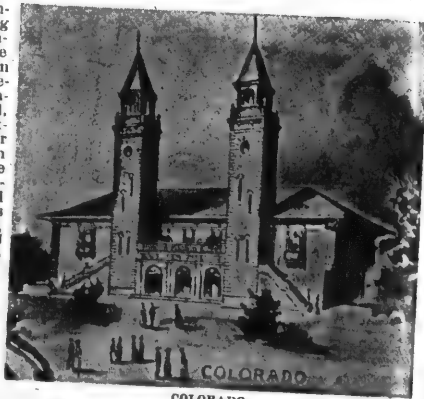
Architect, P. Brown, of San Francisco; contractors, The Heidenreich Co., of Chicago; cost \$75,000.



CALIFORNIA.

Guide to the World's Fair and Chicago.

COLORADO—Is in the Spanish renaissance, this style of architecture being considered most suitable for the So. Western States. The whole exterior of the building is in staff of an ivory color, and in the salient features of the design profusely ornamented, the ornamentation comparing to fine advantage with the broad, plain surfaces of the building. The striking feature of the design is two slender Spanish towers 98 feet high, rising from either side of the main entrance, on the east. The tower roof and the broad overhanging roof of the building are covered with red Spanish tiles. The building is 125 feet long, including end porticoes, with a depth of 45 feet, and 26 feet to the cornice line. The front vestibule opens to the main hall of the building. On either side of the entrance are stairways to the floor above. At the rear of the hall is a large onyx mantel, flanked by glass doors, leading to offices. At the ends of the hall are a men's smoking room and a women's reception room, each opening into an uncovered terrace, surrounded by a balustrade. On the second floor is the assembly room, extending the entire length of the building, in the center. The room has a high vaulted ceiling, rising above an ornamented cornice. Over this cornice will be rows of electric lights, giving a diffused light, by reflection from the vault above. On the ends of this assembly room are a reading and a writing room, which open to the hanging balconies on the ends of the building, forming one of the most attractive exterior features. Broad, low casement windows open from the assembly rooms to the front and rear balconies, the front one extending between the towers 24 feet, and over the main entrance. The rear balcony extends along the entire length of the building. Staircases lead to the lanterns in the tower, where a fine view of the grounds is had.



COLORADO.

NEW YORK—The architectural idea in this building is that of a big summer house, after the manner of an Italian villa. Among the State buildings it ranks in size next to Illinois and is in staff, in imitation of marble and in keeping with the style of the main Exposition buildings. Its decked roof is surmounted and confined by a heavy balustrade. Each pedestal on the balustrade supports a large Italian vase, in which grows a bay-tree, giving the building, together with its other characteristics, the air of a Pompeian house. The flat decked roof furnishes a promenade and summer garden. From its center rises a clerestory over the banquet hall, and above the clerestory are two belvedere. On the north and south ends of the building are circular, 45 feet deep. A broad flight of steps, guarded by Roman lions, leads to the arched entrance. About this entrance is concentrated all exterior ornamentation of the building. In the circular niches, of the arch is the American eagle, and dependent from a staff, projecting above the blind, is an immense flag, bearing the State's arms. The barrelled, arched vestibule, forming the entrance to the building, opens to a columned hall of magnificent proportions, being all by 80 feet in size. From this hall an easy access is obtained to all the rooms on the floor.



NEW YORK.

In the rear is placed a 10-foot staircase, which leads by easy ascent to the second floor. Here is the banquet hall, 46 by 80 feet, highly ornamented in staff, its groined ceiling 45 feet from the floor. This room is exceedingly handsome. Depending from the ceiling are two electrolites, 18 feet long, forming great clusters of incandescent lights. In the basement of the building is a large relief map of New York. On the first floor are parlors and toilet rooms for men and women, post office, information and baggage rooms. On either end are rooms which are to be devoted to the use of the hotel. The third floor is laid out in comfortable sleeping apartments, kitchen and servants' rooms.

Architects, McKim, Mead & White, of New York; contractors, The Geo. A. Fuller Co., of Chicago; cost, \$77,000.

two stories high from all sides and is open to on the second floor. The room occupies floors are hard wood. Architects, S. cost, \$7,000.

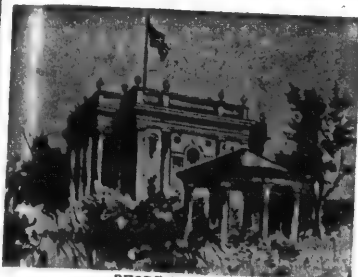
WASHINGTON has a ground area. It consists of a pitched roof, two towers on each wing, one story building is 72 feet wings are 140 feet in frame, with plaster. The principal feature of the building. It is made above the ground lower tier are 10 feet and 121 feet long. The bark of the foundation consists of a single room devoted to State of the first floor of will be devoted to reception and to the Architect, W. architect value of do

SOUTH DA



SOUTH

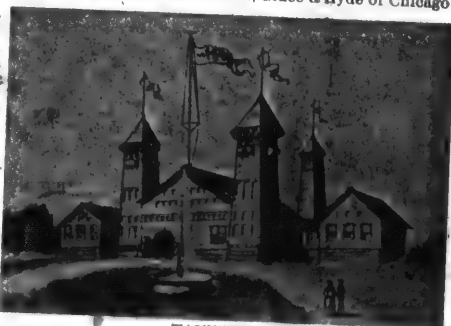
Guide to the World's Fair and Chicago.



RHODE ISLAND.

two stories high, in wood and staff, in imitation of granite. Entrance is had to the building from all sides through French windows opening to the floor. The main hall is 18 by 25 feet, and is open to the roof. The parlor for women and the secretary's office are on the first floor. On the second floor are two committee rooms and a gallery around the main hall. The Governor's room occupies what may be called the second story of the porch on the west front. All the floors are hard wood, and the interior is finished in cypress. Architects, Stone, Carpenter & Wilson, of Providence; contractors, Grace & Hyde of Chicago; cost, \$7,000.

WASHINGTON.—The building has a ground area of 118 by 208 feet. It consists of main structure with a pitched roof, two stories in height, with a tower on each corner, flanked by two wings one story high. The main building is 72 feet wide, and the wings are 140 feet wide. The structure is frame, with panels of plain plaster. The principal architectural feature of the building is its foundation. It is made of five tiers of logs above the ground. The logs in the lower tier are four feet in diameter and 121 feet long. These lower logs have the bark on. The four upper tiers of smaller logs are peeled. This foundation constitutes a timber exhibit from Washington. The two wings form a single room each, and will be devoted to State exhibits. Nearly all of the first floor of the main building will be devoted to a reception room, reception and toilet rooms. The roof is of shingles, and the interior is finished in cedar and fir. All of the material used in the building comes from Washington. Architect, Warren P. Skillings, of Seattle; contractors, Rigby & Evans, of Seattle; cost, including value of donated material, \$100,000.



WASHINGTON.

SOUTH DAKOTA.—The building has a ground area of 70 by 126 feet, and is two stories high. The structure is frame, the exterior being covered with Yankton cement, in imitation of stone work. The roof is corrugated iron and the cornice and brackets are pressed zinc. The main entrance is on the east, along which front extends a wide porch with heavy columns supporting a balcony from the second story. On the left of the main entrance is a women's parlor, on the right a mens reception room. In the main body of the building is the exhibition hall 44 by 58 feet. Six feet above the main floor is an entresol, having committee rooms for the two boards of commissioners. In the northwest corner of the main floor is a room for press correspondents. The entrance in the center of the building extends through to the roof and is covered with a skylight. The second floor is devoted to rooms for the women's exhibit and special State exhibits. Architects, W. L. Dow, of Sioux Falls; contractors, R. H. Booth & Son, of Sioux Falls; cost, \$15,000.



SOUTH DAKOTA.

Guide to the World's Fair and Chicago.



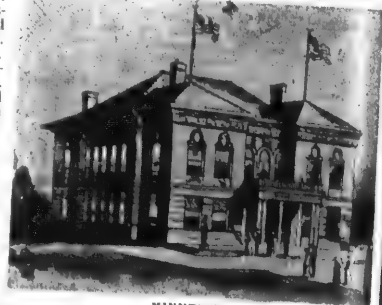
NEW HAMPSHIRE

NEW HAMPSHIRE—The main building, two stories high, the second story being a wide balcony or gallery to the main floor. The roof is a glass skylight. A State exhibit, a picture collection, and a large State map, will be shown here. Besides the reception hall on the first floor there are parlors for men and women. These rooms are celled, while the reception hall opens to the roof and is covered with a skylight. The second floor has a reception room and six board and permittee rooms. Architect, Geo. B. Howe, of Boston; contractor, H. Herringer, of Chicago; cost, \$8,000.

MINNESOTA—Is designed in the Italian

MINNESOTA—Is designed in the Italian renaissance style. Two stories high, with a mezzanine story in the rear, the frame is of wood covered with stucco. The roof is of Spanish tile. The ground dimensions are 100 by 141 feet. The main entrance is on the south. The ceiling in the entrance is a sculptural group symbolizing the legend of Minnehaha and Hiawatha. On the second floor is the exhibition hall, 52 by 78 feet, a ticket office, baggage and ticket rooms, and superintendent's office. The main stairway is in the rear, opposite the entrance, and on the landing, half-way up, a glass-enclosed stairway leads to the mezzanine gallery above, lighted with large tubular lights. On the second floor is a reception hall, 80 by 100 feet, with a waiting room for men and women, parlors and a refectory room. In the mezzanine story are a committee room and two bathrooms. The interior walls are plastered, decorated in fresco, in plain tints and in relief, and lined in pine. The women's rooms have color decorations done by women of the State Architect.

Architect, William Channing Whitney, of Minneapolis; cost, \$30,000. MINNESOTA. Contractors, Libby & Libby of



MINNEBOTA

WEST VIRGINIA—The building is in the Colonial style, two stories high, with a pitched roof, the outer walls being weatherboarded and painted. It is representative of the West Virginia residence. The roof is shingled. The interior is finished with a



WEST VIRGINIA.

On the Woods, the walls are plastered and the ceilings are of ornamental material in the building. All of the exposed material in the building is the product of the State. The main entrance on the west, on a platform porch, on the first floor, is the coat of arms of the State. Within the entrance is a vestibule, with room for the boards of commissioners on either side. Beyond the vestibule is a large reception hall flanked by parlors for women and men. On the second floor front are two rooms, a large room and a smaller room, which constitutes an auditorium and reception hall, 34 by 76 feet in size. There are four large fireplaces in the building. The wood floor with very handsome carved work mantels. The building has a ground area of 1,000 square feet.

Architect, J. R. Stille, of Chicago; contractor, Thomas J. Miller, of Parkersburg, Va.; cost, \$20,000.

Architect, J. S. Silsbee, of Chicago; on tractor, Thomas J. Miller, of Parkersburg, Va.; cost, \$20,000.

INDIA
Gothic style
in the chate-
towers, 12
gables. The
of pine and
with ornate
and red sh
The main
is elaborate
All of the
comes from
for interior
finishing mat
by Indiana
\$ 400, by
piece for the
well have
carried out
the building
a spacious, c
of the hall i
has not been
evoked to p
the writing
the third flo
melting. Th
all and asse
Architect,
0,000.

OHIO—Is area in 100 feet colonial porch, mantels, finishing entrance opens the women's parlor room. Occupying is the reception high, extending ceiling of the reception hall is on three sides, the ed by the wings wing is occupied room is 30 by 50 wide railings. In men, a writing room. On the assembly room, 30 the south wing is the men's rooms, b. Architects, James

Guide to the World's Fair and Chicago.

PSHIRE—The main building probably suggests a World's Fair building, like the State, is all 65 by 84 feet. The roof is broken by five pine, above a line seven and. This first seven-ton Hampshire granite. Each is surrounded on all piazza. The rooms on the to the piazza through eeling to the floor. The east, facing the drive on the first floor is a room 30 feet. It has two pressed granite brick hall is a wing of the stories high, the second balcony or gallery to the and, and a large State there are parlors for to the roof and for committee rooms go; cost, \$8,000.



A. Libby & Libby of

high, with a pitched of the West Virginia walls are plastered of ornamental iron. All of the exposed ing is the product of the entrance is on the reh. Above the en- gars of the State in entrance is a ver- the boards of com- side. Beyond the eption hall flanked and men. Back of and retiring rooms front are two com- nance of the floor ing room and recep- in size. There are the building, ty- mndsome carved ding has a ground

of Chicago; on or, of Parkers

INDIANA—The building is in French Gothic style of architecture, such as is seen in the chateau in France, with two imposing towers, 120 feet high, and many Gothic gables. The building has three stories, built of pine and Bedford stone, and is covered with ornamental staff. The roof is of gray and red shingles. The floors are of tile. The main assembly hall on the first floor is elaborately finished in the baronial style. All of the material used in the building comes from Indiana, much of the hardwoods for interior decorations, the floors, the roofing material, and the mantels, being donated by Indiana manufacturers. The ground area is 100 by 150 feet, which gives a large space for the erection of a fine edifice. And well have the architects and contractors carried out the wishes of the projectors of the building. The main entrance which is spacious, opens into a wide hall which extends entirely across the building. To the right has not been stunted in the planning of this State edifice. The north end of the building is devoted to parlors and reception rooms for men and women. The second floor has reading and writing rooms, and rooms for the men and women boards of State commissioners. The third floor has quite a number of sleeping apartments, and a vast hall for dining and hall and assembly room.

Architect, Henry Ives Cobb, of Chicago; contractors, Collins & Ohm, of Chicago; cost, \$60,000.



INDIANA.



NEBRASKA.

NEBRASKA—The style of architecture is classical, and of the Corinthian order. The building has a ground area of 60 by 100 feet, and is two stories high. The exterior is of staff. On the east and west fronts are wide porches, approached by flights of steps. Over the porticoes are projecting gables, supported by six columns, 25 feet high, the full distance from the cornice to the floor. In each pediment is the State seal, in bas relief, 5 feet in diameter. From each portico three large double doors of oak give entrance to exhibit hall. The room is 60 by 70 feet, and in it an agricultural display will be made. On the first floor, also, are a reception room, double stairway, 8 feet wide, leads from the center of room 60 by 70 feet, used for an art exhibit. On this floor are a woman's parlor, reading room, smoking room and toilet rooms.

Architect, Henry Voss, of Omaha; contractor, F. A. Schelius, of South Chicago; cost, \$20,000.

OHIO—Is Colonial in style, two stories high, of wood and staff, with the roof of the building is 100 feet front by 80 feet deep. The main entrance, on the east is within a semi-circular porch, thirty-three feet high, the roof supported by eight great columns. The tile roof, the entrance opens on a lobby, on the left of which is the women's parlor, and on the right a committee room. Occupying the central portion of the building is the reception hall, 23 by 36 feet, and 28 feet high, extending through to the roof. The coved ceiling of the hall is ornamented. Back of the reception hall is an open court 30 feet square, enclosed by the wings of the building. All of the north room is 30 by 50 feet, and is divided into offices by wire railings. In the south wing is the parlor for men, a writing-room, a smoking room, and toilet rooms. On the second floor of the north wing is the assembly room, 30 by 42 feet. The second floor of the south wing has a press correspondents' room, servants' rooms, bed and bath rooms.

Architect, James McLaughlin, of Cincinnati; contractors, Harley & Sons, of Chicago; cost, \$30,000.



OHIO.

Guide to the World's Fair and Chicago



MISSOURI

The headquarters of Western Missouri and Kansas City, and the one of the right leading to the city of St. Louis. Within the rotunda are the telegraph office by 17 feet. On the left of the rotunda is a journalists' room, a reading room, a library, and bureau of information. A very handsome, in red and white oak, lead to the second floor. A promenade balcony

A large and lofty room, irregular in shape, occupies the center and larger portion of the second floor. The southeast bay is occupied by a parlor and reading room for women, the southwest bay by a similar room for men. There are also toilet rooms, and a committee room, in each bay, and a kitchen. The building contains thirty-two rooms. It is very handsome and flooring, the plumbing, and the cut stone, as well as the tile for the roof and

Gunn & Curtis of Kansas City are the architects, and the Missouri State Commission erected the building. Its estimated cost is \$45,000.

PENNSYLVANIA—The structure is in the Colonial style of architecture, while the front is an exact reproduction of old Independence Hall, having its entrances, bell-tower and spire. Independence bell hangs in the tower. The rotunda within the entrances is finished in tile and slate, like the old hall. The building is rectangular in form, two stories high, with a ground area of 110 by 166 feet. The corners of the front are quarter-circled in. Piazzas 20 feet wide surround the building, and over them are vaulting with protecting balustrade. Outside staircases, right and left to the rear, lead to the garden on the roof. The roof is covered with American made tin produced in Philadelphia. The outer walls to the roof line are of Philadelphia pressed brick. Above the main entrance is the coat of arms of the State, in bas-relief, and on either side of it are heroic statues of Penn and Franklin. The front is further ornamented with two free groups of statuary, one emblematic of the arts and sciences the other of mines and manufactures. The interior finishing represents, in the floors, native marble and hard woods from Pennsylvania, and the walls are wainscoted in wood, frosted and heavily corniced. The women's rooms are finished in maple and the men's in oak. The walls of the women's rooms are ornamented with mural paintings by Pennsylvania women. All the ceilings are of stamped metal, and the staircases are of quartered oak. On the main floor is the reception room, 33 by 56 feet, and on either side of it are the parlors for men and women. On the second floor are rooms for the Governor, the press and for students, the treasurer of the commission, and the board of commissioners. There are also bedrooms in the tower. The building is supplied with 800 electric lights.

Architect, R. H. Maule, of Philadelphia; contractor, \$60,000.

MISSOURI The ground plan of the building is square, with a quarter circle taken out of the southeast corner to correspond with the front of the entrance of the two avenues on which it faces.

To the south of the building is the place of Fine Arts and to the east, across the avenue, is Pennsylvania's building. The building is 60x80 feet, two stories high. The front and over the main entrance, is an elliptical dome, 70 feet high, flanked by smaller octagonal domes, 48 feet high. The main entrance, which is in the southeast corner of the building, is on both avenues, is of cut brownstone, from the quarries of Warrensburg, Mo. The balance of the structure is fronts covered with steel, and the columns and pilasters are of the same material. With the main entrance is a rotunda with a mosaic tile floor. On either side of the main entrance are minor entrances, the one on the left leading to



PENNSYLVANIA

the one on the right leading to the city of West. On this floor are large bedrooms. The grounds.

third stories have a ceiling is paneled. The first an intelligence of the commissioner of the city of West on this floor are large bedrooms. The grounds.

Architect, WILL

MASSACHUSETTS

toric John Hancock State capitol. The exterior is of staff, faithfully to recall surrounded by a terrace filled with old fashion approached by two court to the house floor. Facing the colon bull's eye window, constituting a regularishings of this roof floor, its tiled walls high mantel recall the in Western Massachusetts. On or main entrance, as when thrown together in size. The first the Essex Institute society. The back reading room for given over almost women. There is a lor, and two-bedroom woman's board. The in old fashioned furniture are four-post floor are several assigned for servants, high, stands in the end of the building.

The entire design an antique building to represent, and will give a correct the rest, will be the Architects, Peabody \$50,000.

Guide to the World's Fair and Chicago.



WISCONSIN.

third stories have verandahs on the east and west. The main entrance faces the east and is 18 feet wide. The interior is finished entirely in oiled hard wood. The first floor is tiled and the ceiling is paneled in hard wood. On this floor are three fire-places, with mantels in oak and maple. The first floor has a large reception room, men's and women's parlors and toilet rooms, the commissioners' office and a post office. The second floor has a historical room, and offices for the city of West Superior. This beautiful piece of workmanship is much admired by all. On this floor are two very elegant mantels in pressed brick. The third floor contains eight large bedrooms. Taken altogether, this structure is one of the most tasty and convenient on

Architect, William Waters, of Oshkosh; contractors, Houle Bros., of Oshkosh; cost, \$30,000.

MASSACHUSETTS—It is in the Colonial style, and is largely a production of the historic John Hancock residence, which until the year 1867, stood on Beacon Hill, Boston, near the State capitol. The building is three stories high, surmounted in the center by a cupola. The exterior is of staff, in imitation of cut granite. It follows the lines of the old house sufficiently to recall the original to the minds of those who have seen it. Like the original, it is filled with old fashioned flowers and foliage in keeping with the character of the building. It is approached by two flights of steps—one leading from the street to the terrace, the other from the terrace to the house. The main entrance opens to a spacious, well studied hallway with a tiled floor. Facing the entrance is a broad Colonial staircase, leading to the second floor. An old fashioned bull's eye window gives light to the stairway. On the right of the hall is a large room, constituting a registration room, post office, and general reception room. The fittings and furnishings of this room are unique. Its marble floor, its tiled walls, uncovered beams, and its high mantel recall the old Dutch rooms found in Western Massachusetts, or New York and Pennsylvania. On the left of the front door, or main entrance, are two large parlors, which when thrown together, form a room 80 by 25 feet in size. The front parlor is furnished by the Essex Institute of Salem, an old historical society. The back parlor is more especially a reading room for men. The second floor is given over almost entirely to the use of women. There is a large and a smaller parlor, and two bedrooms for the use of the woman's board. The entire floor is furnished in old fashioned furniture, and in the bedrooms are four-post bedsteads. On the third floor are several convenient apartments designed for servants. A liberty pole, 85 feet high, stands in the fore-court, and a gilded cod-fish serves as a vane on top of the cupola. The entire design has adhered closely to the antique building which it is intended to represent, and will be quite attractive, as it will give a correct idea of the old Colonial style of mansion. This structure, as are all the rest, will be the resort of those who claim that State as their headquarters.

Architects, Peabody & Stearns, of Boston; contractor, C. Everett Clark, of Chicago; cost, \$50,000.



MASSACHUSETTS.

the ground plan of the building is the place with a quarter circle

the main entrance is 70 feet high, flanked by domes, 48 feet high, which is in the south building, facing both directions from the main entrance. The balance of the building is covered with staff, and is the main entrance of the building. On the left leading to the right leading to the telegraph office on either side of the 30 by 20 feet and 28 feet bureau of information. Two flights of promenade balcony

larger portion of the room, for women, the committee room, six bedrooms, three very handsome, and tile for the roof and

Commission erected



ter oak. On the men and women. the treasurer of the in the tower. The

Harrisburg; cost,

Guide to the World's Fair and Chicago.

MICHIGAN—The Legislature of Michigan appropriated \$20,000 for their State exposition building, but most of the materials were contributed so that the structure as it stands represents an outlay of \$50,000. The dimensions are 100 by 140 feet. The prominent features of the exhibition will be fruits, agricultural products, iron, copper, salt and other minerals, lumber, fish, furniture and other manufactures, and education. These plans the visitor will find very fully carried out. On the first floor are the administration offices, reception rooms, reading rooms, and ladies' parlors. On the second floor are two large exhibition halls for Michigan relics, and native curiosities, assembly halls, and a room for board meetings. On the third floor are the living rooms for the secretary of State and his family, and employees of the State commission. The building is constructed entirely of native material.



MICHIGAN.

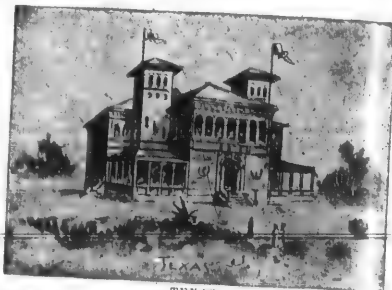


NORTH DAKOTA.

Dakota of course pays great attention to the exhibit of her principal product, wheat, but also makes a good showing in several other departments. The educational advantages of the State are fully presented, and her exhibit is among the best.

NORTH DAKOTA—The North Dakota building is 70 by 50 feet. A space 40x21 feet in front of the main assembly hall, between the two committee-rooms, is used as a court-yard. From this court-yard the main assembly room is entered through a large stone arch, above which on the exterior is an elaborately carved panel containing the coat of arms of North Dakota. The main feature of the interior is the assembly hall, which includes a space 24x50 feet. The room is spanned by four broad arched beams between each of which is a wide window reaching from near the floor to the roof. At either end of the room is a broad fireplace. Committee and toilet rooms are provided throughout the building. The structure is two stories high, and on the exterior the walls of the main gable ends are built of brick. The remainder of the walls are of timber, filled in between with plaster panels. North Dakota exhibits a large quantity of wheat, but also shows the educational advantages of the State.

TEXAS—This great State proposes to have one of the most notable buildings of the group. The designs show the structure to be 85x250 feet. The main height is 70 feet. Constructed entirely after the style of the old Spanish missions, it is a good example of Spanish renaissance architecture. The front part of the building forms a square eighty-five feet wide, enclosing a large assembly hall. The general grouping of the building shows that it is flanked on each corner by a square tower, the intervening curtains consisting of two stories of open arched loggias. The towers have also loggias in their top stories. Both the main building and the towers are covered with a low pitched roof of brown red Spanish tile. Broad surfaces of masonry are enlivened by highly ornate carvings around the windows and in the spandrels of the arches. Extending from the main building toward the east is a wing nearly 150 feet long. It is more subdued in ornamentation, but is designed to be in thorough harmony with the rest of the building. In the center of the wing is a richly carved doorway. The structure is built of Texas materials.



TEXAS.

KANSAS—The building is irregular in shape, approaching a square, straight, and the other irregular angles. The area of 135 by 138 stories high, built of stone, and is surmounted by a large optical glass dome. The exhibition hall occupies the first floor, and extends to the glass dome. On the second story, a main entrance on the second balcony extends around the base of the dome. The main floor is a natural history collection, and also offices for commissioners on the second floor, where the woman's exhibit, and parlors, and women's.

Architect, Seymour



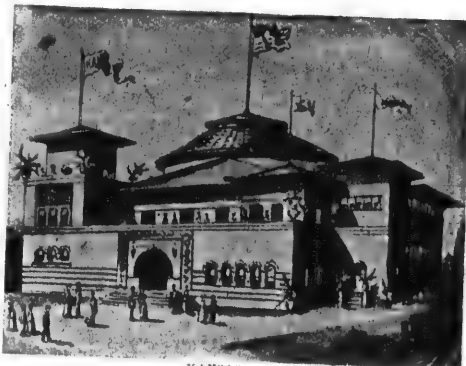
center. In the rear of the parlors for men and women, and the executive building. Architect, Warren \$12,000.

GEORGIA—Georgian building and a very cost of which was prescribed, the sum of \$100,000. The State nearly every department and will afford a correct view of the vast resources of the State. The severely classical style, the Athenian in form, and the ornamental details. Indeed, the various flags erected, and the architects have a section of structure alone, will prove a new enjoyment in examining the spire of life.

Guide to the World's Fair and Chicago.

KANSAS—The ground plan of this building is irregular. It approaches a square, one side being straight, and the other three forming irregular angles. It has ground area of 135 by 138 feet. It is two stories high, built of frame and staff, and is surmounted by an elliptical glass dome. The main exhibition hall occupies nearly all of the first floor, and extends through to the glass dome. A balcony, from the second story, overhangs the main entrance on the south, and a second balcony extends around the base of the dome. The north end of the main floor is occupied by a natural history collection. There are also offices for the boards of commissioners on the first floor. Four flights of stairs lead to the second floor, where are rooms for the woman's exhibit, a school exhibit, and parlors for men and women.

Architect, Seymour Davis, of Topeka; contractors, Fellows & Vansant, of Topeka; cost \$25,000.



KANSAS.



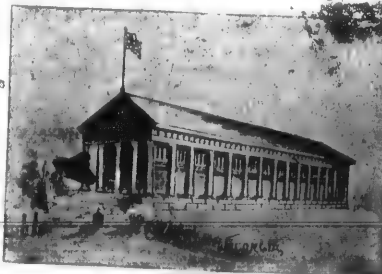
CONNECTICUT.

center. In the rear of the hall is a stairway with a landing half-way up. Flanking the hall are parlors for men and women. The second floor is divided up into living rooms and will be occupied by the executive World's Fair officer of Connecticut, and his family, during the Fair.

Architect, Warren R. Briggs, of Bridgeport; contractors, Tracy Bros., of Waterbury; cost \$12,000.

GEORGIA—Georgia has a handsome building and a very creditable display, the cost of which was provided by private subscription, the sum of \$100,000 being raised through the exertions of private citizens of the State. The State is represented in nearly every department of the building, and will afford a correct comprehension of the vast resources of that State. We present herewith a sketch of the structure.

The severely classical style of this building, in Athenian form, blends the simple and the ornamental to a remarkable degree. Indeed, the variety of all the State buildings erected, and the good taste which the architects have shown, has produced a collection of structures which in themselves alone, will prove a never-ending source of enjoyment in examining them. If "variety is the spice of life," then the most ardent lover of variety can find food to his taste.



GEORGIA.

IDAHO—The North end of the building is 50 feet. A front of the main entrance is a court-yard, the main assembly hall, through a large hall on the exterior, and panel contain of North Dakota. The interior is includes a square in is spanned by a bridge between each window reaching to the roof. At the end of the building is a broad fire-escape. The main building is high, and on the main floor. The remainder of the building is filled in by panels. North end of the building is filled with wheat, but also of the State.

150 feet long. With the rest of the building is built of

Guide to the World's Fair and Chicago.



FLORIDA.

fields of cotton, sugar, rice, tobacco, etc., showing the natural resources of the State. W. Mead, of Chicago, is the architect of the building, which is erected under the direction of the Florida Board of Commissioners. It will cost \$20,000.

MONTANA—Is in the Romanesque style of architecture, one story in height. It has a ground area of 62 feet front by 113 deep. The structure is frame, covered with staff, the interior being ornamented with heavy, projecting pilasters, with Roman caps and bases, and Roman arches. The roof is of tin and canvas, and the building is surmounted by a glass dome, 22 feet in diameter, and 38 feet high. The front of the building, facing the south, presents two



MONTANA.

are balustrades, inclosing the vestibule. Flanking the arch are two panels, 4 by 5 feet in size, one bearing the State motto, "Oro y Plata,"—gold and silver—and the other \$893." In Roman pure sheet gold. Above the entrance arch, and practically on the roof of the building, is the figure of an elk, of heroic size, cast in staff. The interior is finished in Georgia pine. The walls are tinted in oil. All the main rooms open onto the rotunda, under the central dome. In the rear is a banquet hall, 40 by 50 feet covered by a large skylight. In the center of this floor stands a group of three mounted elk. A wide gallery extends around the hall. Architects, Galbraith & Fuller, of Livingston, Montana; contractors, Harley & Sons, of Chicago; cost, \$16,000.

IOWA—A large part of the Iowa building is constituted in what is known as the Jackson Park "Shelter." The building belongs to the Park Commission. It is a granite structure with a slate roof, with conical towers or pavilions at the corners. It is 77 by 123 feet in size. The new structure is on the west side of the "Shelter." It is 100 feet in size, and two stories high. It is in wood and staff, with towers and roof corresponding to the "Shelter," so that the two structures combine harmoniously after the style of a French chateau, forming a very picturesque effect. The "Shelter" will be used exclusively for a State exhibit, corresponding in character to the Sioux City corn palace exhibiting in a new part on the first floor are for reception rooms for men and women, commissioners' offices, committee rooms, postoffice, waiting and baggage rooms. On the second floor are the assembly hall, photographic exhibit, reading and reporters' rooms where all the news of the day will be found.

Architects, The Josselyn & Taylor Co., Cedar Rapids; contractor, John G. Coder, of Harrisburg, Pa.; cost \$35,000.



IOWA.

FLORIDA—The building is a reproduction in miniature of old Fort Marion in St. Augustine. The fort covers an area of four acres. The building on the fair grounds occupies one-fifth that space. It is in the form of a four-battled fortress. Including the moat, the site is 155 feet square. The building proper is 137 feet square. The frame is of pine, covered with plaster and coquina shells, in imitation of the original. The interior is divided into parlors for men and women, committee and exhibit rooms, and is furnished in Florida's native woods. The interior court is planted in bamboo, orange, lemon and other tropical trees. The ramparts furnish space for promenades and hanging gardens. In the moat is a sunken garden, where will be produced miniature natural resources of the State. W. Mead

side wings, with a large arched entrance in the center. The fronts of the wings are ornamented with heavy scrolled pediments. The entrance arch is 12 by 12 feet, supported by heavy columns. Within is the vestibule, with marble floor and ceiling paneled in staff. It presents a series of three arched doorways, the center one opening into the rotunda, under the dome, the side doors leading to the men's and women's parlors. On either side of the entrance arch

VERMONT

State building. Fair will be of unique and original grounds. On the of the steps on two shafts, on gical figures n industries of t quarrying—the t dustrial activiti One enters thro portico into a co right and left of ered porches wi Just off these a rooms in front room, postoffice. In the center of handsome marbl ble from the qua will also be used supported by fou representing "Fr scriptions are now with a colonnade according to a Po furnishes a most

The success West Randolph, The architect Richard M. Hunt,

DELAWARE

were was one of adherence to the tion was \$10,000, sum of \$15,000. in the Exhibition b will be in the space the different State constructed whole terials from the St feet, and is very nished, and cost building is finish hangings and furni days. It is very int in clay of the old S Burratt's Chapel. Church was built heart pine. It is v and has the high h one end, the serva end, midway on th and immediately b a most interesting c

Guide to the World's Fair and Chicago.

ing is a repro-
d of Fort Marion
ort covers an
ilding of the
ne-fifth that
a four-bastion
most, the site
ilding proper
nge is of pine-
quina shells, in
The interior is
en and women,
ms, and is furn-
oods. The lum-
boos, orange,
ees. The ram-
menades and
eat is a sunke-
ed miniature
ate. W. Mead
rection of the

gs, with a large
ntrance in the
The fronts of
gs are orna-
with heavy
d pediments,
ance arch is
feet, support-
avy columns,
the vestibule
rble floor and
aneled in stat-
ts a series of
hed doorways,
r one opening
rotunda, un-
ome, the side
eading to the
and women's
On either side
ntrance arch
5 feet in size,
3," in Roman
e replaced in
ilding, is the
e. The walls
dome. In the
e floor stands
cts, Galbraith
0,000.

own as the
is a granite
It is 77 by



VERMONT—The Vermont State Building at the World's Fair will be one of the most unique and original on the grounds. On the right and left of the steps on the facade rise two shafts, on which are allegorical figures representing the industries of agriculture and quarrying—the two principal industrial activities of the State. One enters through a columned portico into a courtyard, on the right and left of which are covered porches with broad seats. Just off these are the reception rooms in front and committee room, postoffice, etc., in the rear. In the center of the court is a handsome marble fountain. Marble will also be used all through the interior of the building. Facing the end of the court is a porch, supported by four carytids, over which is a semicircular Greek window with bas-relief around it representing "Freedom and Unity." The coat-of-arms is in the center, and on this competent sculptors are now at work. The reception hall, which is located in the rear, is circular in form, with a colonnade around, and a wooden dome will surmount the structure. All will be colored according to a Pompeiiian scheme. The building is Pompeiiian in style and of classic detail, and furnishes a most unique contrast to the other buildings, beautiful as they all are.

The success of this edifice is mainly due to the untiring efforts of Dr. H. H. McIntyre, of West Randolph, Vt., aided by Colonel Aldace F. Walker, of Chicago. The architect is Jarvis Hunt, of Boston, nephew of William Morris Hunt, the artist, and of Richard M. Hunt, architect of the Administration Building.



VERMONT.



WYOMING.

WYOMING—The Wyoming building is in style a modern club house. The dimensions are 70 feet in length, by 50 feet in width. The first story contains a large hall, extending to the roof, with a gallery at the second floor. The offices are arranged on the stairway leading to the second floor. A veranda, 12 feet wide, is upon the east and west sides. The second story contains toilet and retiring rooms for both ladies and gentlemen. The gallery around the hall and doors leads out upon the balconies on each of the four sides. The building is in the French chateau style, and the panels of the main frieze exterior contain elaborately wrought hunting and pastoral scenes. The cost of the building was \$20,000. Wyoming contributes to the Agriculture, Mines and Mining, and other departments of the Exposition displays.



DELAWARE.

DELAWARE—The little State of Delaware was one of the first to show its loyal adherence to the Exposition. The first donation was \$10,000, followed later by a further sum of \$15,000. The State occupies a position in the Exhibition buildings but its headquarters will be in the space allowed in Jackson Park to the different States. The building, which is constructed wholly of native woods and materials from the State of Delaware, is 58 by 80 feet, and is very picturesque, elaborately furnished, and cost \$7,500. One room in the building is finished in colonial style, with hangings and furniture representing the colonial days. It is very interesting, there being figures in clay of the old Swedes' church at Wilmington, Barratt's Chapel, and Christ Church. Christ Church was built more than 100 years ago of heart pine. It is without a particle of paint, and has the high backed pews, the chancel at one end, the servants' gallery at the opposite end, midway on the east side the lofty pulpit, and immediately below the reading desk, and the clerk's desk. The Delaware exhibit will be a most interesting one.

Guide to the World's Fair and Chicago.

MAINE—The building is octagonal in form, with ground area of 65 feet square. It is two stories in height, the roof surmounted by a lantern in the center, and four corner towers. The first story is of granite. The exterior finish of the rest of the building is in wood and staff. The roof is of slate. The central tower or lantern is eighty-six feet to its highest point. While the first story is octagonal in form, the second story presents but four sides, each with a loggia opening to the rooms within. The second-story floor overhangs the first story one foot. The main entrance of these arched doorways faces the southeast. Over it projects a boat's bow, in staff. Within the entrance is an octagonal rotunda, open to the roof line, its ceiling being an ornamental colored skylight. On the first floor entrance is had to the fine parlors and reception rooms, designed for men and women, toilet rooms, and two commissioners' rooms. A railed gallery extends entirely around the rotunda, which gives a complete view of the building to the visitors. The interior finishing is very handsome, being done in hardwood. The granite and roof slate used in construction, the skylight in the rotunda, and the mantels over the fireplaces are all the products of the State of Maine, and are donated by manufacturers.



MAINE.

Architect, Charles S. Frost, of Chicago; contractors, Grace & Hyde, of Chicago; cost, \$20,000.



UTAH.

prising on the first floor several rooms for the use of the commissioners. A reception room is placed here, as also the secretary's office, and women's parlor. The second floor is similar in arrangement to the first, there being an exhibition room, 41 by 45 feet, and various office rooms. Architects, Dalles & Hedges, of Salt Lake City; contractors, Harley & Sons, of Chicago. Cost \$10,000.

UTAH—The building is frame, covered with staff; is two stories high, and has an area of 46 by 82 feet. In style the facade is modern Renaissance. The foundation, columns, pilasters, cornice, and other ornamental parts are made in imitation of the different kinds of stone in Utah. The walls are lined off in imitation of adobe. On the first floor is an exhibit hall, 41 by 45 feet, open to the roof and covered with a skylight. In the rear of this hall is a circular bay, and in this is the main stairway.

This building has chaste and simple outlines, and is an ornament to the grounds, standing as it does among the other State edifices, and lending its hand to some exterior to the group. It is a worthy illustration of the taste of the people of that Territory, and will attract the visitor by its novelty.

Its interior is planned with a special view to the comfort of those who make it their headquarters. The two stories are laid out in nearly the same fashion, commencing on the first floor several rooms for the use of the commissioners. A reception room is placed here, as also the secretary's office, and women's parlor. The second floor is similar in arrangement to the first, there being an exhibition room, 41 by 45 feet, and various office rooms. Architects, Dalles & Hedges, of Salt Lake City; contractors, Harley & Sons, of Chicago. Cost \$10,000.



This is a magnificent building forming the west side of the fair. It is an example of architecture in three sections. The form the great vestibule, the west sections are three counters, and the general full length of the building. This is a central section, giving the highest art known in the gallery will be an aid to meet. In the upper number and five feet in principal cities of the Mr. Atwood, "is adapted locomotives on pedestals entrance of the station, nished for all; Rising in diameter. They will ing \$350,000 on its ter Trunks of excursionists be delivered from the baggage-room at Sevent



UNITED

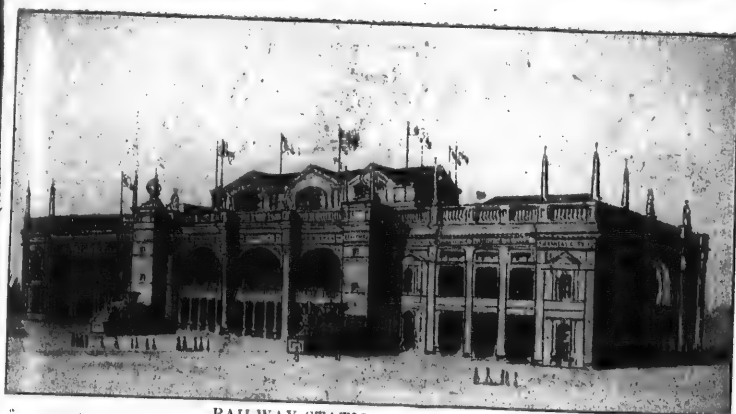
ago.



Products of the State of
Chicago; cost, \$20,000.

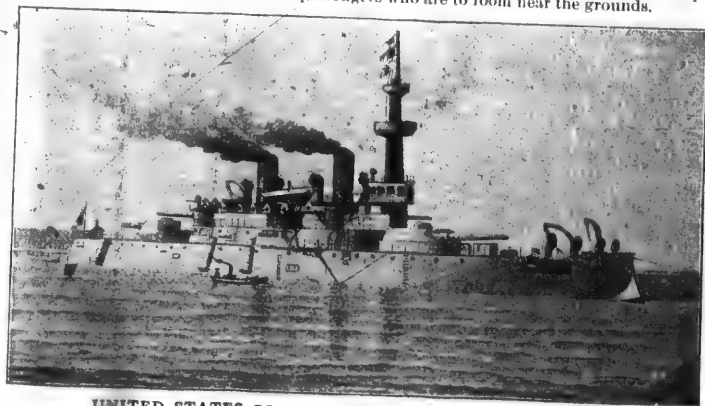
Building is frame, covered
stories high, and has an
2 feet. In style the
in Renaissance. The
ms. pilasters, cornice,
ental parts are made
the different kinds of
the wall's are lined of
ches. On the first floor
41 by 45 feet, open
covered with a skylight
hall is a circular bay,
main stairway.
as chaste and simple
an ornament to the
as it does among the
and lending its hand"
group. It is a worthy
taste of the people of
will attract the visitor

anned with a special
of those who make it
The two stories are
he same fashion, com
A reception room
nd floor is similar in
various office rooms
& Sons, of Chicago

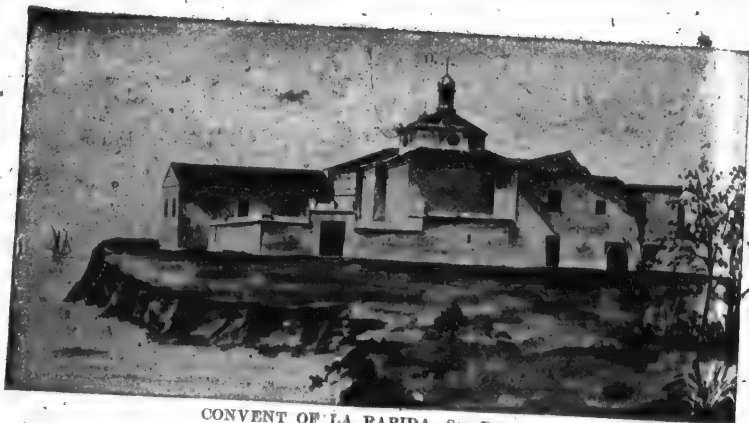


RAILWAY STATION AT THE FAIR.

This is a magnificent structure, located directly west of the Administration Building, and forming the west side of the great square. The passenger station will be of the Roman-Corinthian style of architecture. C. B. Atwood is the architect. In general plan this station is divided into three sections. The central is 200 feet in length by the full depth of the building. It will form the great vestibule through which will pour the multitudes arriving by trains. The east and west sections are three stories in height, and will contain the waiting-rooms, check-rooms, lunch counters, and the general railroad and custom-house offices. The central section extends the full length of the building. A marvelous effect will be attained by an immense gallery on the second floor. This gallery will be twenty-five feet wide, and will extend entirely around the central section, giving it an aggregate length of some 600 feet. Two broad stairways, built in the highest art known to moderns, will lead up to the gallery from the main floor. In actual use the gallery will be an additional waiting-room, but it will also be a convenient place for friends to meet. In the upper part of the great hall there will be a frieze of clock faces twenty-four in number and five feet in diameter. They will give the time of day or night at twenty-four of the principal cities of the world. "The great hall in its principal features and proportions," said Mr. Atwood, "is adapted from the great hall of the Baths of Caracalla at Rome." Two ponderous locomotives on pedestals 25 feet high, 16 feet wide, and 60 feet long, will stand just outside the entrance of the station, with pilots pointed eastward. They will be eighty-ton affairs. The finished for all; Rising above the station will be two illuminated balls of metal and glass, ten feet in diameter. They will show clock faces in every direction, giving local time. The fair is expending \$350,000 on its terminal facilities, which will include everything except baggage-rooms. Trunks of excursionists over the various roads will not be taken into the grounds at all, but will be delivered from the down-town depots. The Baltimore & Ohio, however, will have a special baggage-room at Seventy-first street for passengers who are to room near the grounds.

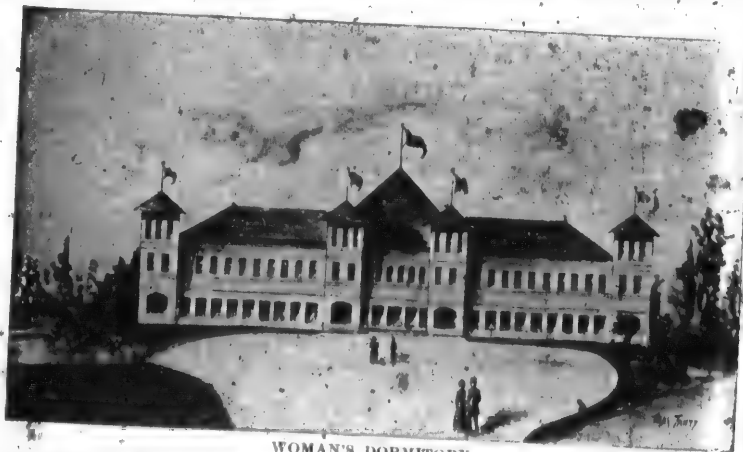


UNITED STATES COAST LINE BATTLE-SHIP. SEE PAGE 23.



CONVENT OF LA RABIDA—See Page 11.

It will be an exact reproduction of the Convent of La Rabida in Spain, where Columbus found shelter in time of trouble for himself and boy, and where he developed his theory of an undiscovered continent in the West.



WOMAN'S DORMITORY.

Among all the undertakings connected with the W. C. E., the Woman's Dormitory Association should be given precedence. This association was organized for the philanthropic purpose of assisting women of moderate means to see the Exposition wonders and to enjoy its beauties. Mrs. B. Palmer called a meeting of the resident board of lady managers of the W. C. E., they formed a stock company, incorporated under the law of the State of Illinois, to be known as the Woman's Dormitory Association of the W. C. E., capital stock, \$100,000. A share of stock costs \$10 and is non-assessable and transferable. Rooms will be furnished plainly but very comfortably, with good beds, etc. The building will be only two stories high, including a court, so that each room will be an outside one. On the ground floor will be parlors and waiting rooms. Each dormitory will be provided over by a matron. A hospital ward will be fitted up. It is now anticipated that four dormitories will be built, solely for the occupancy of women and parents are of moderate means, may have connecting rooms. The association hopes to accommodate fully 35,000 people.

This is a 150x
there is an impos
central tower will
191 feet in height
be three 120 ton
see there how the

To be used as a h



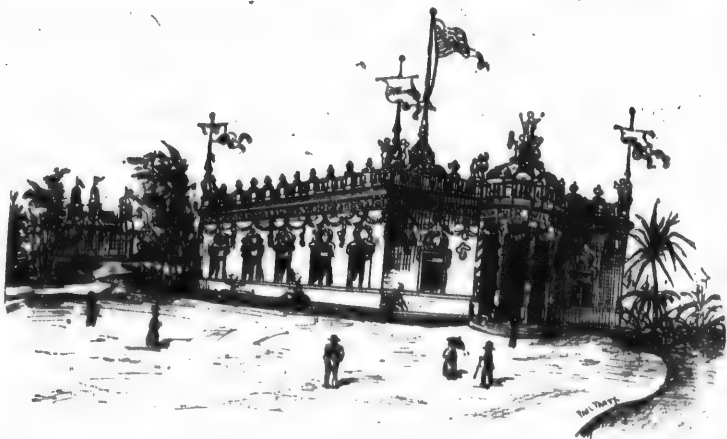
ICE AND COLD STORAGE PALACE.

This is a 150x255 pavilion. It is Romanesque in style, and five stories high. At each corner there is an imposing tower, from which an extensive view of the grounds may be had. The central tower will be a "smoke stack," and probably the most artistic one ever seen. It will be 191 feet in height and elaborately decorated. In this building the most interesting feature will be three 120 ton "Hercules" Ice Making Machines of the very latest type and the visitors will see there how the modern industry makes ice in burning coal.



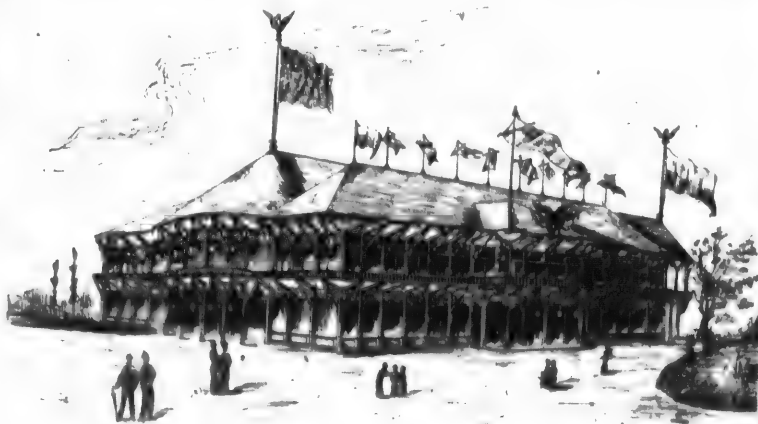
HUNTERS' LOG CABIN.

To be used as a headquarters club for hunters; located on an island in the main Lagoon.



HEADQUARTERS OF "PUCK."

The Puck Building: This pavilion will be the home of the World's Fair Puck, and as the most perfected publishing office. It will be located between the Woman's and Horticultural Building; its form is a parallelogram and its architecture is a combination of all that is airy and graceful. The southern entrance is through a semicircular porch supported by six elaborately carved columns of quaint design. The central group represents the Puck, holding in one hand a crayon and in the other a mirror, while on his head is the proverbial pot hat. Around this figure are groups of figures of cupids emblemizing in their expressions of naughtiness, mischief and good natured fun.



THE POLISH BUILDING

The Polish Building is constructed after the style of a country pavilion such as are found in the forests of that land. Its dimensions are 100x80 and its height is two stories. It will be a restaurant constructed upon the Russian and Polish plans, where meals will be furnished in the manner peculiar to those two lands. This structure is located near the Fisheries Building and its cost will be \$10,000.



This structure is built to display will consist of the ch... represented and be situated opposite the Fine Arts Building. The Guatemalan government representatives will have their headquarters here.

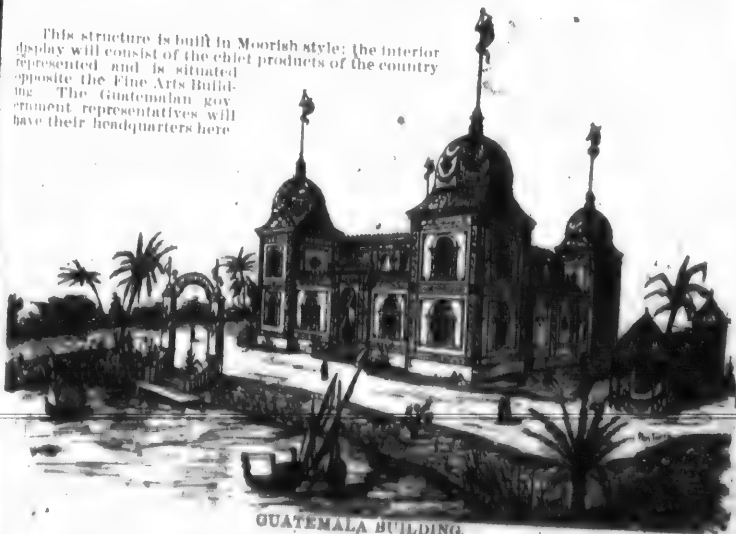


The main front being 131 feet wide shows a wedge-like projection, the roof of which ascends to a quadrangular turret. In the dome of the tower will hang some bells which are destined for the Cathedral of Mercy at Berlin. The main hall will be two stories in height and contain strong galleries. The interior will be decorated with paintings. The front wall will show the old German Imperial Eagle bearing a shield with the Eagle of Prussia. Under the symbol of the new empire, the crown and scepter, are grouped the coat of arms of the various states of Germany.

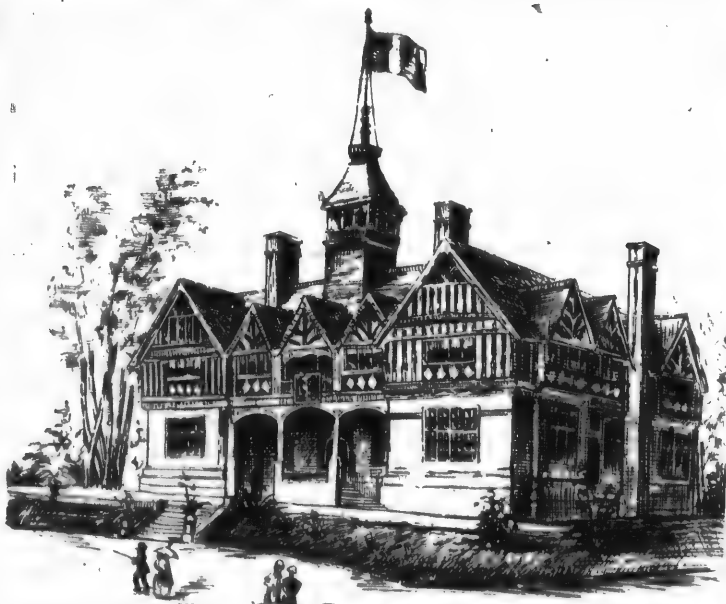


GERMAN BUILDING.

This structure is built in Moorish style; the interior display will consist of the chief products of the country represented and is situated opposite the Fine Arts Building. The Guatemalan government representatives will have their headquarters here.



GUATEMALA BUILDING.



VICTORIA HOUSE—THE BRITISH BUILDING.

This building will be a specimen of the best type of English half timber houses of the sixteenth century. Terra cotta has been used extensively in the lower story, with red brick facing and mullioned windows. The upper portion will be of half timber construction, with overhanging and projecting gables and tiled roof. The plan forms three sides of a quadrangle with the open side next the lake enclosed by a raised terrace, and balustrade steps will conduct from both sides up to a covered portico, which will open into a large central hall. The walls and ceilings of the principal room will be elaborately paneled after the fashion of old English country houses.



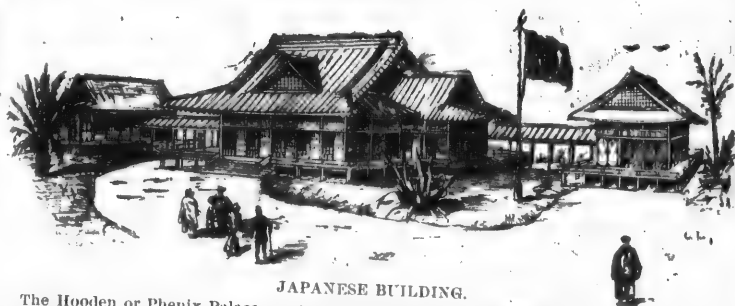
HAYTIAN REPUBLIC BUILDING.

Hayti, the smallest Republic in the World, is represented in the pretty structure above. here will be a full display of the products of the country, and the Government representatives will have their offices here.



The Hooden or P...
anese history. The le...
les. The right wing s...
represents part of a D...
the city of Chicago as

The Norway building is...
the XIIIth century. The d...
bows of the Viking sh...
cial used will be pine wood...
will have dimensions 26x26



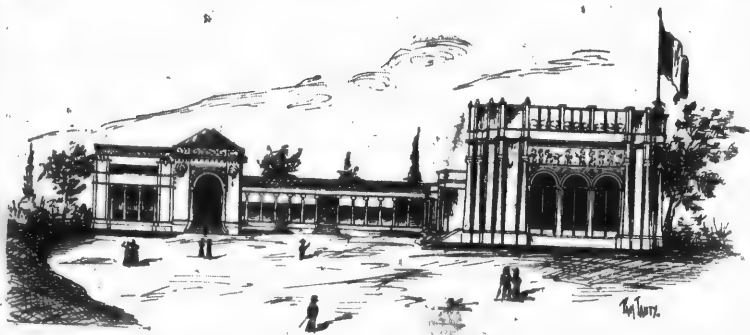
JAPANESE BUILDING.

The Houden or Phenix Palace consists of three pavilions representing three periods of Japanese history. The left wing is in the Fujiwara style, ranging from the Xth to the XIIth centuries. The right wing shows the style of the XIVth and XVth centuries. The central pavilion represents part of a Daimio's palace in the XVIIIth century. The building is to be presented to the city of Chicago as a gift from the Japanese commission after the close of the Exposition.



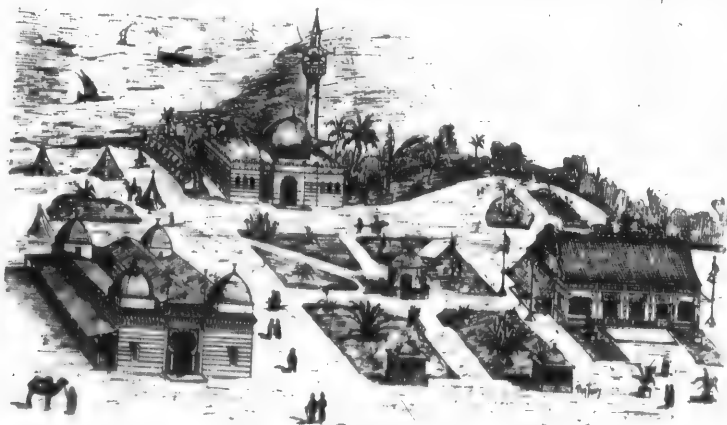
NORWEGIAN BUILDING.

The Norway building is built in "Stav-kirke" style, which is distinctly Norwegian, dating from the XIIIth century. The decorative figures on the gables represent the defiant ornamentation of the bows of the Viking ships, and the whole composition makes a very romantic effect. The material used will be pine wood, of which Norway has the finest specimens in the world. The building will have dimensions 20x60.



THE FRENCH BUILDING.

The World's Fair Commission of France decided to reproduce one of the rooms of the Palace of Versailles, where was concluded the first treaty between the United States and any foreign power. There, Benjamin Franklin, Silas Deane and Arthur Lee, delegates from the thirteen original States, met A. Conrad, secretary of the Council of State of France. Years after, this Salon became the depository for all the trophies given by Americans to Marquis de Lafayette. A colonnade of graceful design in three sections, like three sides of a rectangle, connects this section of the French building with another composed of two large rooms and a vestibule. The city of Paris will make a magnificent showing of its entire system of municipal government. The city of Paris lies near the shore of Lake Michigan, and directly east of an annex of the Fine Art Building. The outside wall is to be decorated with paintings, showing various views of Paris and Government Buildings there. The entire building has a frontage of 200 feet, and a depth of more than 100 feet. Its cost is about \$100,000.

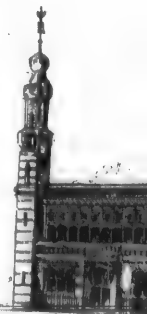


THE FRENCH COLONIES.

The Exposition of the French Colonies and all lands under the domination of the French will occupy two spaces, one in the Agricultural Building, comprising 5,400 feet, which will include the productions of Algeria and the lesser colonies of Oceania, Africa, etc. The other half will be found in the south part of the South Pond, and directly in front of the Dairy Building. This will be 28,000 square feet. The Tunisian Pavilion is located on the left and on either side will be souks or shops, where their goods are displayed in Tunisian and Algerian Merchant. To the right is the Moroccan Pavilion and Tonkin exhibits. The middle portion has a caf   where the visitor will see Moorish dancing girls. Tents are also found here, with Arabian mates. The architect is Mr. Maurice Yvon, architect of the Government.



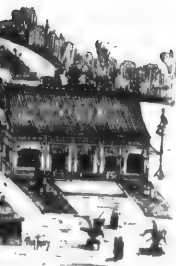
Triangular in shape, cathedral, and the feet, while above the in parts from Sweden



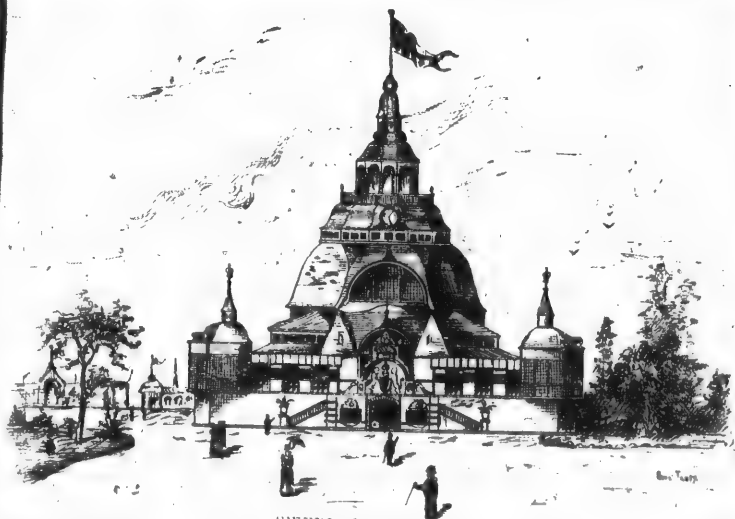
This structure is a our park will lend a of ours.



of the rooms of the Palace of
 and any foreign power
 from the thirteen original
 ars after this Salon became
 a Fayette. A colonnade of
 connects this section of the
 vestibule. The city of gov-
 ernment. This building
 of the Fine Art Building
 views of Paris and Govern-
 and a depth of more than



ination of the French
 100 feet, which will be
 c. etc. The other half
 of the Dairy Building
 left and on either side
 1 Algerian Moorish
 the portion has a cat
 here with Arabian



SWEDISH BUILDING.

Triangular in shape and covers 12,000 square feet. The style will be that of the old Swedish cathedral, and the building will consist of a main floor and gallery having a south front of 164 feet, while above the center will rise a tower 200 feet in height. It will be of wood and shipped in parts from Sweden.



MOORISH BUILDING.

This structure is an exponent of the architecture peculiar to Spain, and when erected in our park will lend an air of oriental splendor in vivid contrast to the ideas of this New World of ours.



DREXEL BOULEVARD, DREXEL BOULEVARD VIEWS.

FACTS

Population

it is second in

Area in so

most extensive

Number of

stations.

Number of

room accommo

traveler says 6

Number of

attendance of 2

Number of

100,000.

Number of

postoffice yearl

Bonded deb

the world.

Number of

Miles of str

Miles of str

Miles of riv

Miles of lak

Age of Chic

political life be

The Chicago

125 acres of bu

The police de

The fire depa

gines, 21 hook a

Since its four

Fifty-four sw

divided by the C

Chicago is 8

New York, 2.41

There are 26

papers.

The commerc

Chicago ships

The geograph

Ashland avenue.

From North

respectively, the e

city is 10.5 miles

Halsted street

Chicago has 6

The jobbing

year ending June

The product o

012,300.

The product o

The chemicals

In the year 18

Three millions

1891.

Guide to the World's Fair and Chicago.

FACTS WORTH KNOWING ABOUT CHICAGO

Population, 1,420,000, comprised in 27 nationalities. In point of population it is second in America and seventh in the world.

Area in square miles, 182. Area of park and boulevard systems, 3,290 acres—the most extensive in the world. Miles of boulevard drives, 74.

Number of steam railway lines centering in the city, 35, entering seven terminal stations.

Number of public hotels, exclusive of boarding houses and restaurants, 750, with room accommodations for 200,000 guests, additional to regular patronage. A French traveler says Chicago wastes enough food every day to feed Paris.

Number of theaters and first-class places of amusement, 32, with an average daily attendance of 25,000.

Number of places of public worship, 465, with an average Sunday attendance of 100,000.

Number of newspapers and serial publications, 531, which send through the postoffice yearly 20,000,000 pounds of printed matter.

Bonded debt of Chicago, \$18,500,000, the smallest debt of any great city in the world.

Number of public school buildings, 253; number of pupils, 139,000.

Miles of street railways, 396, carrying 600,000 passengers daily.

Miles of streets, 2,335.

Miles of river frontage, 70.

Miles of lake frontage, 30.

Age of Chicago, 60 years. Gladstone, the English statesman, was in active political life before Chicago was on the map.

The Chicago fire of 1871 destroyed \$1,000,000 of property every five minutes, and 125 acres of buildings every hour.

The police department numbers over 2,300 men.

The fire department has 915 men, 395 horses, 68 steam fire engines, 22 chemical engines, 21 hook and ladder trucks, 3 fire boats, 1 standpipe and water tower.

Since its foundation in 1837 the city has had but twenty-one mayors.

Fifty-four swing bridges and three tunnels connect the three divisions of the city divided by the Chicago River and its three branches.

Chicago is 854 miles distant from the nearest point on the Atlantic, 911 miles from New York, 2,417 miles from the Pacific Ocean and 915 miles from New Orleans.

There are 26 daily, 265 weekly, 37 fortnightly, 6 bi-monthly and 15 quarterly newspapers.

The commerce of Chicago amounts to upward of \$1,500,000,000 annually.

Chicago ships nearly 900,000,000 pounds of dressed beef annually.

The geographical center of Chicago is at the intersection of Thirty-ninth street and Ashland avenue.

From North Seventy-first street to One-Hundred and Thirty-ninth street they being, respectively, the extreme north and south boundaries, is 24 miles. In its greatest width the city is 10.5 miles across.

Halsted street, Ashland and Western avenues, run full length of city, 24 miles.

Chicago has 675 miles of improved and 1570 miles of unimproved streets.

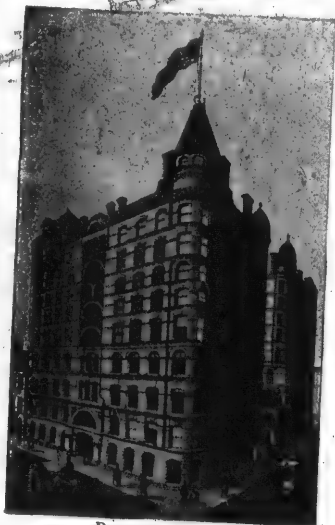
The jobbing and wholesale business of Chicago amounted to \$525,000,000 for the year ending June 30, 1892.

The product of the manufactures of Chicago for the year 1891 amounted to \$567,012,300.

The product of Chicago breweries in 1890 amounted to \$45,576,000.

The chemicals manufactured in Chicago in 1891 amounted in value to \$28,500,000.

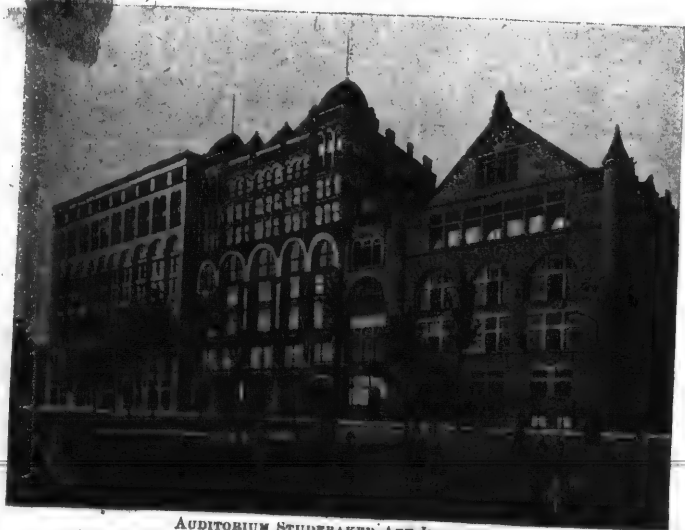
In the year 1891, 10,107 vessels entered and 10,120 cleared from the port of Chicago. Three millions of dollars were expended upon the city's police department in the year 1891.



PULLMAN BUILDING.



INSURANCE EXCHANGE BUILDING.



AUDITORIUM STUDEBAKER ART INSTITUTE.

The jurisdiction being no less than there are employed clerks, and 90 employees.

The revenue \$1,257,832.

There are schools of Chicago.

The free number of books 10,000 volumes.

The building show a frontage.

Sixteen of cost of \$9,850,000.

The total cost \$19,000,000.

There are 50 Pullman employees.

In 1891 the calves, 5,638,290.

Chicago has Newberry and the magnitude and the estimate.

One hundred Chicago.

WH

If you have been to the world's fair, you know the LINCOLN PARK.

HUMBOLDT, THE UNION.

SCENE OF THE cottonwood tree in the DOUGLAS MO.

railroad.

CITY WATER THE ROOKER.

GREAT NORTHERN as showing latest.

CITY OF PULL SOUTH CHICAGO.

THE BOULEVARD require you to take which connect the wood, all exquisite built out in the Lincoln Park.

THE SUBURBS. within its own line and Englewood and living by busy Chicago.

The foregoing They are selected time.

Guide to the World's Fair and Chicago.

The jurisdiction of the postoffice covers less than one-third of the city limits; there being no less than twenty six independent postoffices in the city proper. In the postoffice there are employed 769 regular and 200 substitute carriers, 842 regular and 60 substitute clerks, and 90 persons employed at sub stations and stamp agencies, being a total of 1701 employees.

The revenue of the postoffice for the year 1891 was \$3,445,757 and the disbursements \$1,257,832.

There are 146,151 children in the graded public schools and 62,713 in the private schools of Chicago. The annual expense of the public schools is upward of \$4,000,000.

The free public library now numbers 178,000 and is being added to at the rate of 10,000 volumes annually. The annual cost of maintenance is upward of \$100,000. The number of books circulated in 1891 was 1,290,514.

The building operations for the year 1892 are estimated to reach \$60,000,000 and to show a frontage of upward of 60 miles.

Sixteen of the great buildings erected since the beginning of 1891 represent a total cost of \$9,850,000.

The total cost of the waterworks system of Chicago to date of June 30, 1892, aggregates \$19,000,000.

There are 500 professional artists living in Chicago.

Pullman employs more than six thousand persons in its immense factories.

In 1891 there were slaughtered at the Union Stock Yards, 2,184,095 cattle, 157,052 calves, 5,638,291 hogs and 1,465,322 sheep.

Chicago has eleven public libraries, two of which besides the city library, that is the Newberry and the Crerar, are destined to become famous because of their proposed magnitude and thoroughness.

The estimated cost of the government of the city for the year 1892 is \$14,916,776.

One hundred thousand gallons of milk are received daily by train for consumption in Chicago.

WHAT TO SEE IN A SHORT TIME

If you have but a day or two to devote to sight seeing in the city after inspecting the world's fair, you should try to visit the following places by all means:

LINCOLN PARK, reached by the North Side cable cars.

HUMBOLDT, DOUGLAS and GARFIELD PARKS, reached by West Side cable lines.

THE UNION STOCK YARDS, reached by the South Side cable cars.

SCENE OF THE FORT DEARBORN MASSACRE, foot of Eighteenth street. (A dead cottonwood tree in an enclosure marks the spot.)

DOUGLAS MONUMENT, reached by Cottage Grove av. (cable) cars, or Illinois Central railroad.

CITY WATER WORKS, North State St. cars.

THE ROOKERY, CHAMBER OF COMMERCE, BOARD OF TRADE, MASONIC TEMPLE, GREAT NORTHERN HOTEL, MONADNOCK, PULLMAN and RAND-MCNALLY buildings, as showing latest types of office structures.

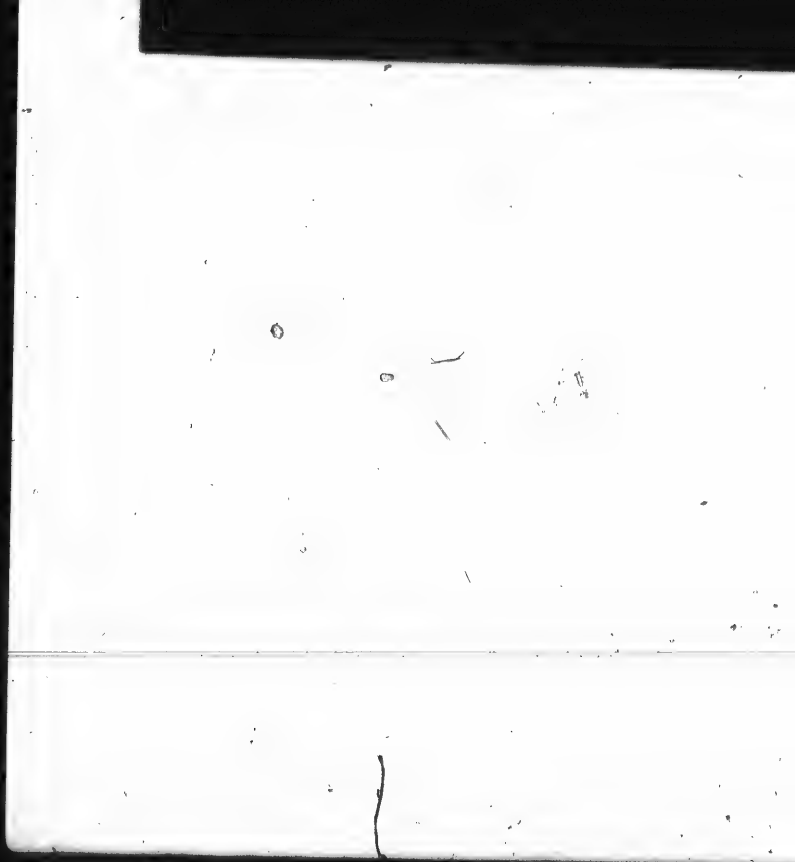
CITY OF PULLMAN, reached by Illinois Central railroad.

SOUTH CHICAGO and STEEL-SHIP YARDS, reached by Illinois Central railroad.

THE BOULEVARDS. Instead of taking street cars to the West Side parks, it would require you to take a cab or carriage and drive over one or more of the great boulevards which connect the parks. On the South Side are Drexel, Grand, Michigan and Oakwood, all exquisitely beautiful. Beach drive, a part of the famous Sheridan drive built out in the lake, is the loveliest drive in the world. It is the eastern limit of Lincoln Park.

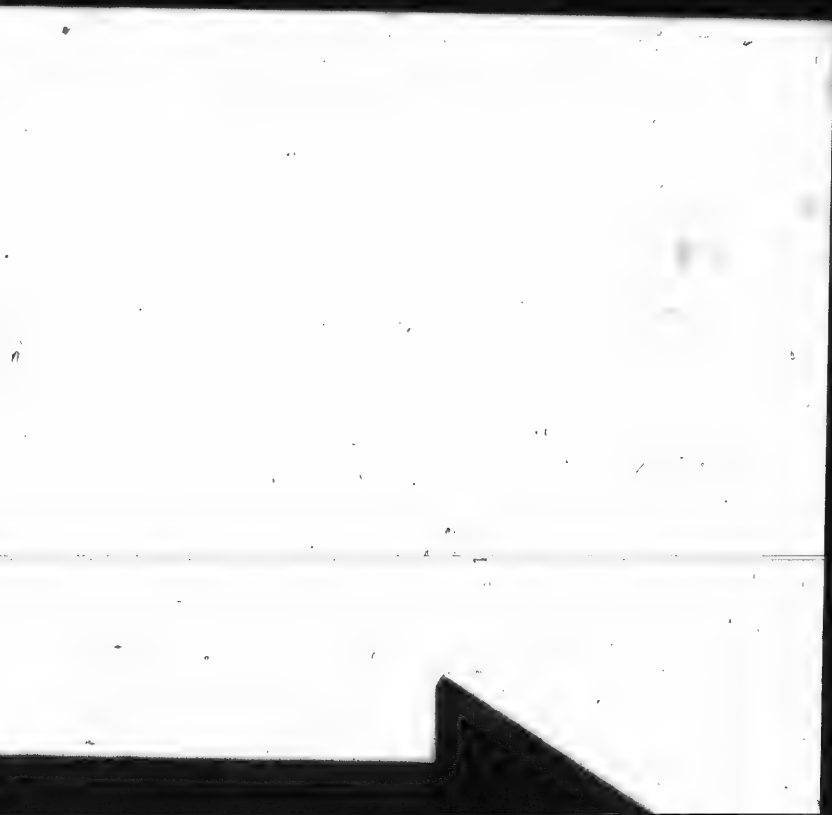
THE SUBURBS. If time is spared you, Chicago has a hundred beautiful suburbs within its own limits, as Edgewater on the North, Oak Park and Austin on the West and Englewood and Auburn Park on the South, affording fine types of that mode of living by busy Chicagoans.

The foregoing are not designed to detract from other attractions in the great city. They are selected with a view to affording as many varied possible views within a limited time.









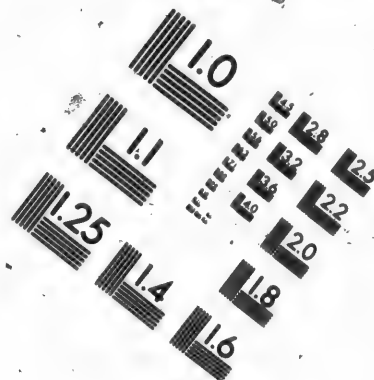
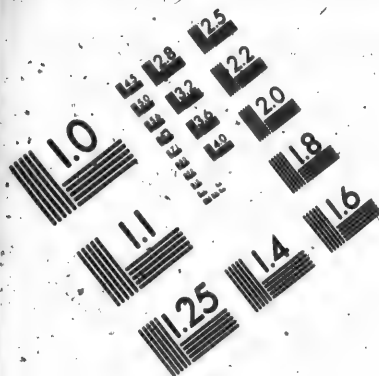
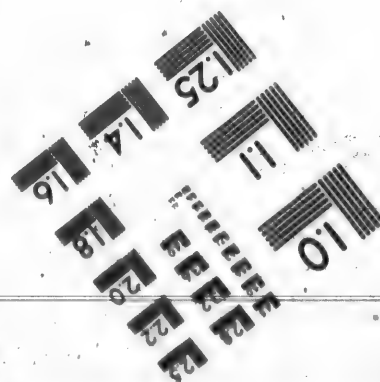
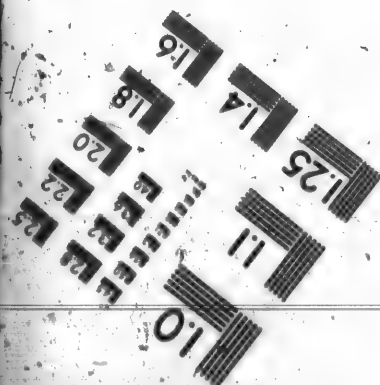
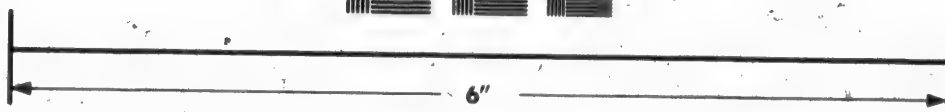
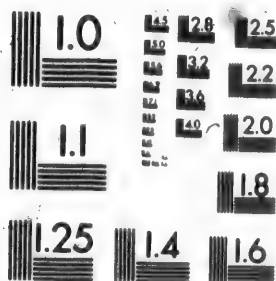


IMAGE EVALUATION TEST TARGET (MT-3)



Photographic Sciences Corporation

23 WEST MAIN STREET
WEBSTER, N.Y. 14580
(716) 872-4503

0
11
E 28
E 32
E 25
E 22
E 20
E 18
6

11
10
E



Grand and Randolph



Grand Pacific Hotel.



Tremont House.



Palmer House
21st St. and
Monroe St.

Chicago has
hotels, and w
mated, is cap
500,000 guest
leading hotels
good rooms m
hotels for \$1.00

Furnished r
houses at from
these rooms com
an advertise
bure, News or H

In renting roo
out some distan
two to five mil

The following
plete may be fo
as it includes th
others not quite

Those marked
and of good stan
to stop at one of
quainted to mak

to his taste, desir
The figures give
day. A. stands fo
ropean plan.

Allen, 4137 Hal

American, 118

Arade Hotel, 1

Atlantic, Van B

*Auditorium, A

E 2, A 24.

Belvidere, 47 Cl

Boulevard, 325

Bradford, 32 N.

*Briggs House, R

Burke's, 140 Ma

Chicago, 156 Cl

Clarendon House

*Clifton House,

\$2.50.

Columbade Hotel

Columbia, State,

Commercial, co

Conroy's, 407 St

*Continental, 128

Cosmopolitan, 30

Crescent, 347 5th

Dallen House, 14

Davenport, 180 N

Deming, 136 Mad

Douglas, 3500 Co

Guide to the World's Fair and Chicago.

HOTELS

Chicago has at present over one thousand hotels, and with boarding houses, it is estimated, is capable of accommodating over 500,000 guests. The rates charged in the leading hotels run from \$2.00 a day upward, good rooms may be had at the best European hotels for \$1.00 per day.

Furnished rooms may be had at private houses at from \$5.00 to \$50 per month; to find these rooms consult the advertisements, or put an advertisement in a daily paper. The Tribune, News or Herald are good mediums.

In renting rooms do not be afraid of going out some distance, as the best places are from two to five miles from the business center.

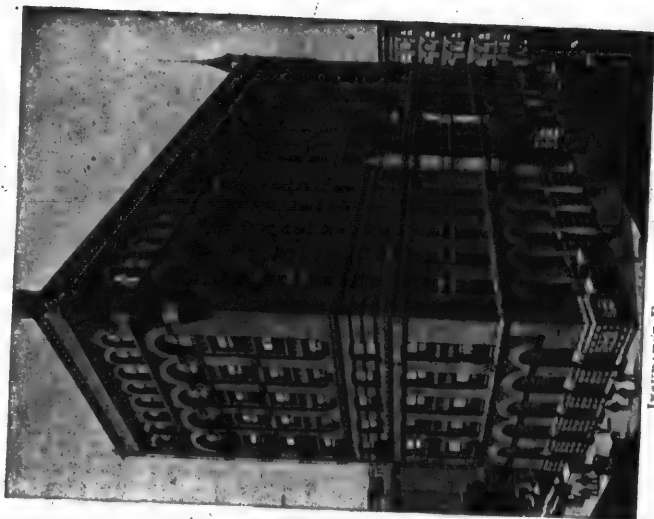
The following list of hotels though not complete, may be found serviceable by the stranger as it includes the best in the city together with others not quite so expensive.

Those marked with a * are centrally located and of good standing; the visitor would do well to stop at one of them till he is well enough acquainted to make an intelligent selection more to his taste, desire of location or size of party.

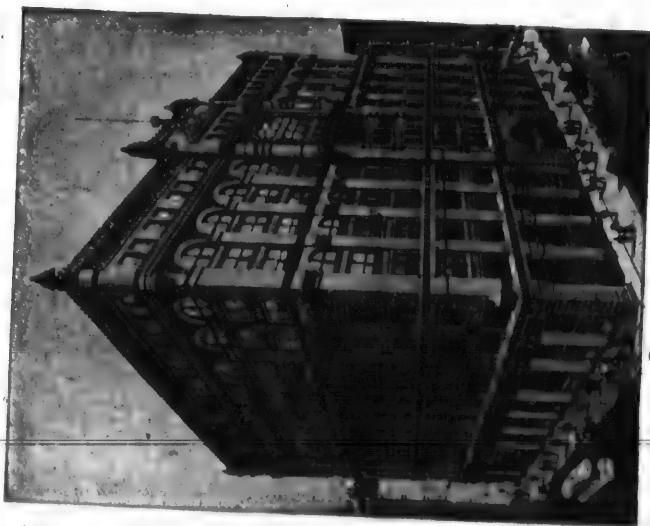
The figures given here are the lowest price per day. A stands for American plan and E for European plan.

Allen, 4137 Halsted, Union Stock Yards.
American, 118 Kinsie.
Arcade Hotel, 164 Clark.
Atlantic, Van Buren cor. Sherman.
*Auditorium, Michigan ave. and Congress.
E \$2, A \$4.
Belvidere, 47 Clark.
Boulevard, 328 Washington Boul.
Bradford, 32 N. Wells.
*Briggs House, Randolph cor. Fifth ave. A \$2.
Burke's, 140 Madison.
Chicago, 156 Clark.
Clarendon House, 152 N. Clark.
*Clifton House, Wabash ave. cor. Monroe. A \$2.50.
Columbade Hotel, 256 Michigan ave.
Columbia, State, cor. 31st.
Commercial, cor. Lake and Dearborn, A \$2.
Conroy's, 407 State.
*Continental, 128 Wabash ave. A \$1.
Cosmopolitan, 307 Clark.
Crescent, 347 5th ave.
Dallen House, 161 W. Madison.
Davenport, 180 N. Clark.
Deming, 136 Madison.
Douglas, 3500 Cottage Grove ave.

Exeter, 146 Madison.
Fifth Avenue, 284 Fifth ave.
Gault House, W. Madison cor. Clinton.
Germania, 180 Randolph.
Gladstone, 3635 Michigan ave.
*Gore's, 274 S. Clark. E \$1.
Grand Central, 10 W. Madison.
*Grand Pacific, Clark cor. Jackson. A \$3.
Grand Palace, 97 N. Clark.
*Great Northern, 237 Dearborn.
Haymarket, 157 W. Madison.
Hoffman House, 170 Clark.
*Hotel Brevoort, 143 Madison. E \$1.
*Hotel Brunswick, cor. Michigan ave. and Adams st.
Hotel Courtland, 22 Adams.
Hotel Dearborn, 404 State.
Hotel Drexel, 3956 Drexel Boul.
Hotel Edwards, 334 Washington Boul.
Hotel Grace, Clark and Jackson, E \$1.
Hotel Harvard, 100 W. Madison.
Hotel Irvine, 73 E. Van Buren.
Hotel LeGrande, 45 N. Wells.
Hotel Midland, 135 Adams.
Hotel Metropole, Michigan ave and 23d st.
Hotel Nicolet, Randolph and 5th ave.
Hotel Richmond, State and Van Buren.
Hotel Royal, 1714 Indiana ave.
Hotel Vendome, N. Park ave. and Centre.
*Hotel Wellington, Wabash ave. and Jackson.
Hotel Woodruff, 2103 Wabash ave.
Hotel Worth, 435 Washington Boul.
Hyde Park, 51st st. cor. Lake ave.
International, 167 Harrison.
La Pierre, 181 Washington Boul. A \$2.
Leland, Michigan ave. cor. Jackson. E \$1.50.
Lexington, cor. 22d st. & Michigan Boul.
Madison House, 164 Madison.
Merchants', 128 Lake.
*McCoy's, Van Buren cor. Clark. E \$1.
Metropolitan, 30 N. Wells.
National, 236 N. Clark.
North City, 89 N. Wells.
Northern Pacific, 62 Sherman.
*Northwestern Hotel, cor. Dearborn & Jackson.
E \$1.50.
Oakland, cor. Drexel boul. and Oakwood ave.
Old Metropolitan, 104 Randolph.
Oxford, W. Adams cor. Canal.
*Palmer House, State cor. Monroe. E \$1, A \$2.
Park View, 310 Michigan ave.
Putnam, 163 Adams.
*Richieu, Michigan ave. nr. Jackson. E \$2.50.
Revere House, N. Clark cor. Michigan.
*Saratoga, 125-41 Dearborn. E 75c.
*Sherman House, cor. Randolph & Clark. A \$3.
Southern Hotel, Wabash ave. and 22d st. A \$2.50.
*Tremont House, Lake and Dearborn. A \$3.
*Victoria, Michigan ave. and Van Buren. A \$3.
*Virginia, cor. Rush and Ohio sts.
*Windsor, 145-63 Dearborn. E 75c.



INSURANCE EXCHANGE BUILDING.
LA SALETTE S. W. COR. ADAMS.



BOOKERY BUILDING.
VAN COTT'S PLACE COR. ADAMS.

WHEN IN

Old

AM

Old E

BR

pl

Old Cana

27 S

WHEN IN QUEBEC, CALL AT

✱ H. J. GALE'S ✱

Old Curiosity Shop

DEALER IN

ANCIENT FURNITURE

OLD CHINA AND GLASSWARE

Old English and French Clocks

SILVER AND OLD PLATED WARE

BRASS • ANTIQUITIES

OLD MAHOGANY AND ROSEWOOD FURNITURE.

Old Canadian Relics • Old Books on Canada

27 Stanislas Street, Quebec.

INSURANCE EXCHANGE BUILDING.
FANSHILL & CO. QUEBEC.

BOOKERY BUILDING.
FANSHILL & CO. QUEBEC.

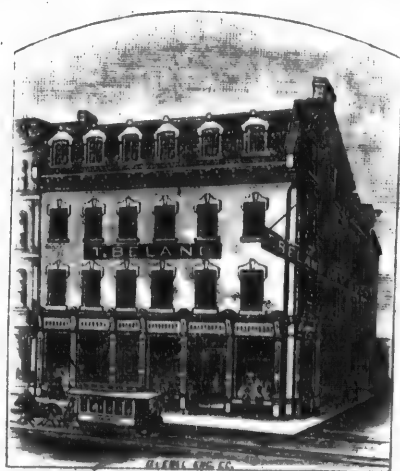
THÉOPHILE BÉLAND

Marchand de Nouveautés

172 RUE ST-JEAN, QUEBEC.

Telephone 344. Marchandises marquées en chiffres

Un
Seul
Prix!



One
Price
Only!

Dry + Goods + Merchant

172 ST. JOHN STREET

Telephone 344.

Quebec.

GOODS MARKED IN PLAIN FIGURES

GUIDE

TO

HISTORIC QUEBEC

AND ITS

Principal Business Houses

COMPILED

BY AN EMINENT HISTORIAN.

TELEGRAPH JOB PRINT.

LA CADENA

LA FLORA

THE

Cream of the Havana Crops.

 THE RECOGNIZED 

Standard Brands of Cigars

El Padre ♦ ♦


Madre E. Hijo



Mungo ♦ ♦ ♦


Cable Extra ♦

MANUFACTURED BY

S. DAVIS & SONS,

 MONTREAL

The Largest and Highest Grade Cigar Manufacturers in Canada.

ORA

Crops.

Cigars

♦ ♦ ♦

tra ♦

S,

ONTREAL

Canada.



STRANGERS

• VISITING THE CITY •

→ WILL FIND THE →

Most Artistic

— AND —

Popular Selection

OF



AND A

FULL LINE

OF

Canadian +
Sports

• Jewellery, •

Terra Cotta Souvenirs

Etc., Etc., Etc.

P. • E. • POULIN • & • Co.

JEWELERS AND OPTICIANS

40 Fabrique St., QUEBEC.

— N. B.—AN EXPERT OPTICIAN ALWAYS IN ATTENDANCE.

In dra
comes oce
that of Que
in a great
Province w
will be our
subject of t
sary to pres
The di
south which
tion of Fran
power and
serve as a d
into her har
Verrazani, a
in the year
arrived was
the 50th deg
sion of the c
vey of the sl
seaboard of
his labor. O
dered by th
tradition the
elapsed befo
Cartier, who
tons each, pr
in the harbor
Labrador, an
anchored in
At Gaspé he
of whom he r
he returned
tions induced
sailed in the
ern shore he
gave the nam
ed. This is no
Indians whom
account of the
natives. On t
in state, atten
friendship to
intercourse w
place of ancho
desired havon

• This nam
Vicar of Ponto
Canada.

Historical Sketch.

In drawing the following outlines of the historical progress of Quebec, it becomes occasionally requisite to diverge into the history of Canada, with which that of Quebec is so immediately connected that any sketch of the latter must be in a great measure incomplete without a recital of events in other parts of the Province which preceded and attended the founding of that celebrated fortress. It will be our aim, however, to confine our attention as strictly as possible to the subject of this sketch, from which we shall only deviate so far as it may be necessary to present to the reader a clear and continuous narrative.

The discovery of America having led to the settlement of the colonies in the south which opened so sudden and fruitful a source of wealth to Spain, the attention of France was naturally directed to a similar effort for the extension of her power and enlargement of her commerce in the erection of a colony which would serve as a drain for her superfluous population and pour, after a short interval, into her harbors the newly developed riches of the western hemisphere. John Verrazani, an enterprising seaman, was accordingly commissioned by Francois I, in the year 1524, to undertake a voyage to the west. The first land at which he arrived was Florida, from which he proceeded northward along the coast as far as the 50th degree of latitude, and returned to Europe after taking nominal possession of the country under the title of New France. Having made an accurate survey of the shores along which he passed, comprising the principal portion of the seaboard of the United States, he presented to the King on his return the fruits of his labor. On repeating his visit in the following year he is said to have been murdered by the Indians — an event, however, resting solely on the authority of a tradition the accuracy of which has been disputed. An interval of nearly ten years elapsed before another attempt was made to explore this part of the coast. Jacques Cartier, who was engaged in 1534 to conduct this enterprise with two vessels of 60 tons each, prosecuted his object with more success. After anchoring for a few days in the harbor of St. Catherine, Newfoundland, he proceeded along the coast of Labrador, and crossing the gulf to which he gave the name of St. Lawrence, he anchored in a bay which he called from the excessive heat the *Baie des Chaleurs*. At Gaspé he remained a few days and had some intercourse with the natives, two of whom he managed to smuggle on board and carried with him to France to which he returned after making but little further progress up the river. His representations induced the King to equip another expedition of three vessels with which he sailed in the following year. Passing between the Isle of Anticosti and the northern shore he explored the St. Lawrence until he arrived at an island to which he gave the name of Bacchus, from the profusion of wild vines with which it abounded. This is now the Island of Orleans. Here he went on shore accompanied by the Indians whom he had taken with him on his former voyage, and whose favorable account of the treatment they had received conciliated at once the goodwill of the natives. On the following day their chief Donnacona paid Jacques Cartier a visit in state, attended by his followers in twelve canoes, and mutual protestations of friendship took place on the occasion. Having secured thus happily a friendly intercourse with the natives, Cartier proceeded up the river in search of a secure place of anchorage for his little fleet. At the mouth of the little river he found the desired haven on which he conferred the name of *Port de St. Croix* * Near the

* This name was subsequently changed for that of *St. Charles*, in honor of the Grand Vicar of Pontoise. Charles des Broues, who founded the first Mission of Recollets to Canada.

Le Magasin du Louvre

27 ST. JOHN STREET

OPPOSITE PALACE HILL

Radix' Department :

PRESS GOODS AND TRIMMINGS,

SILKS AND VELVETS,

UNDERWEAR AND GLOVES.



Specialty : WATERPROOF CLOAKS.

Gents' Furnishings :

SUITINGS AND PANTINGS,

SHIRTS, COLLARS AND SCARFS,

UNDERWEAR AND GLOVES,

TRUNKS, BAGS AND SATCHELS.



Specialty : WATERPROOF COATS.

Experienced Tailors on the Premises.

CÔTÉ & FAGUY,

Importers of Fancy & Staple Dry Goods

27 ST. JOHN STREET,

QUEBEC.

spot where
Chief, on the
he set sail s
most impor
Here his res
consist of in
the foot of
Mount Royal
curiosity he
vessels with
scurvy made
25 out of 41
bark and lea
a most effica
the chief Do
the French C
Four years h
with which h
Donnacona h
prudent to w
the Carriage
to his native
encountered
appointed Go
people who c
Lawrence, an
ed. Here he
summit of the
passed the wi
people dissati
ence of the se
ment created
following Jun
after the laps
having coll ec
pily, no tidin
to have perish

The ill su
in France resu
of half a centu
the Marquis d
val, and sailed
Island he left
neighboring co
Island seven y
of their sufferi

Several ex
formed for can
the charge of S
place which he
of the Harbou
anchored, sugg
the distinction
At the time of
and was so ini

spot where he anchored stood the Indian village *Stadacona*, the residence of the Chief, on the high grounds at present occupied by the Upper Town or its suburbs. he set sail soon after with his pinnace and two other boats to visit *Hochelaga*, a most important village, which stood upon the site now occupied by Montreal. Here his reception by the natives was equally warm. The village was found to consist of fifty bark covered huts rudely fortified with ramparts of wood, placed at the foot of a mountain, on which Jacques Cartier was led to confer the title of *Mont Royal* from the beautiful view which it commanded. Having indulged his curiosity he returned to *Port de St. Croix*, where he found his people securing his vessels within a palisade, as he had made up his mind to pass the winter here. The scurvy made sad havoc among them in their winter quarters, causing the loss of 25 out of 110 men, before the disorder was happily arrested by a decoction of the bark and leaves of the spruce fir, which he obtained from the Indians, and found a most efficacious remedy. In May 1536 he returned to France, taking with him the chief *Donnacona* and several other Indians, who created no little sensation at the French Court, but did not long survive this abduction from their native forests. Four years later he was engaged in a third expedition with a fleet of five vessels with which he proceeded to *Port de St. Croix*, but finding that the disappearance of *Donnacona* had created an unfavorable impression among the natives he deemed it prudent to withdraw from the vicinity of *Stadacona*, and wintered at the mouth of the *Carouge* River where he built a small fort. In the following spring he returned to his native country and putting into St. Johns, Newfoundland, on his way, he encountered Francis de la Roche, Seigneur de Roberval whom the king had appointed Governor of New France and *Hochelaga*, accompanied by nearly 200 people who came out with him as settlers. Roberval pursuing his course up the St. Lawrence, anchored in the port of *Carouge* which Jacques Cartier had just abandoned. Here he erected two forts for the protection of his people; one being at the summit of the cliff overlooking the St. Lawrence, and the other at its base. He passed the winter here, but a variety of circumstances combined to render his people dissatisfied with the new settlement. The scarcity of provisions, the prevalence of the scurvy among them, and above all the severity of Roberval's government created such general discontent that they abandoned the country in the following June. Roberval, however, being a man of an enterprising spirit, resolved after the lapse of a few years to proceed on another expedition to Canada, and having collected a number of followers he embarked again in 1549. But as, unhappily, no tidings were subsequently heard of these ill-fated men, they are supposed to have perished on the voyage.

The ill success which had attended these attempts, together with the civil wars in France resulting from the persecution of the Huguenots, interrupted for a period of half a century the efforts to effect a settlement in the west. At length, in 1598, the Marquis de la Roche was invested with powers similar to those held by Roberval, and sailed for Acadie with a crew of convicts taken out of the galls: at Sable Island he left on shore forty of his crew, and after making a fruitless survey of the neighboring coast he returned without them to France. They remained on this Island seven years, and suffered great privations, till Henry IV. who was informed of their suffering dispatched a ship for the relief of the survivors.

Several expeditions took place in succession, and a company of merchants was formed for carrying on a trade in furs, and in 1603 a squadron was sent out under the charge of Samuel de Champlain, Geographer to the King, who anchored at a place which he says the Indians called *Quobec*. Here the beauty and capaciousness of the Harbour, and the natural strength of the promontory under which he anchored, suggested it as the most suitable site for a fort, and for him was reserved the distinction of founding the first permanent colony of France in the new world. At the time of his arrival, the village of *Hochelaga* had dwindled to a few huts and was so insignificant an aspect that he does not appear to have landed there;

HEAD QUARTERS

FOR

Souvenir Spoons



Artistic and Historical Designs

OVER 175 DIFFERENT STYLES

**Caleche, Citadel,
& Dufferin Terrace.**

Montmerency Falls,

Montgomery, Break Neck Steps.

Wolfe Monument, etc, etc.

Very Large Stock of Canadian Sport Jewellery

G. ROUTIER,

WATCHMAKER & JEWELLER,

50-52, Mountain Hill Quebec.

Stadac
ance, an
the silen
viously
Hurons,
Champla
settlers,
natives i
manent f
them in
constant
gave Cha
stone fort
did not n
interest t
conversion
they had
eral Hosp
colony we
as residen
viceroysl
the govern
little indit

War h
Kirk appe
Champlain
answer tha
the attack
ing summe
honorable t
resigned th
trymen, the
thom with
number a h
log huts wh
with the na
France by t
to resume th
but died in
was laid of
Montmagny
with the Jos
beneficial re
recently disa
ception of th
tion of fema

The inv
to the purpos
resulted in t
boldoned by
principal an
subsequently
state of siege
body of troops
of the French

Stadacona, also, which in the time of Jacques Cartier was a village of some importance, and the residence of the chief, was also much reduced in extent and, from the silence of Champlain on the subject, seems to have lost the name it had previously borne, owing no doubt to its being occupied by a different tribe of the Hurons, its former possessors having migrated to the banks of the Saguenay. Champlain lost no time in clearing the woods and erecting houses for the new settlers, and having been so prudent as to cultivate a good understanding with the natives in his vicinity, the affairs of the settlement appeared to be fixed on a permanent footing, when by his solicitation, four priests of the Recollet Order joined them in 1612. The Indians of the Five Nations, however, who had carried on a constant warfare with the Algonquin and Huron Tribes, the allies of the French, gave Champlain so much annoyance in 1621, that he found it necessary to erect a stone fort for their protection. In his solicitude for the welfare of the settlers he did not neglect the spiritual concerns of the natives, in which he took so lively an interest that, in 1625, a mission of Jesuits was despatched from France for their conversion, and were received on their arrival by the Recollets in a house which they had built on the banks of the St. Charles, on the site now occupied by the General Hospital. The unremitting exertions of Champlain for the advancement of the colony were so conspicuous that he was invariably requested to retain the control as resident governor, on the frequent occasions which occurred of change in the viceroys. His labors, however, did not meet with much encouragement from the government, who appear to have regarded the affairs of the colony with no little indifference.

War having broken out at this time between England and France, Sir David Kirk appeared before Quebec in 1628 with an English fleet, and summoned Champlain to surrender. The latter, faithful to his trust, returned so spirited an answer that Kirk, ignorant of his weakness, left Quebec to turn his attention to the attack of a convoy with settlers, which he succeeded in taking. In the following summer the attempt was renewed by two brothers of Kirk who offered such honorable terms to the little garrison that Champlain, finding resistance useless, resigned the fort into their hands. He returned to France with a few of his countrymen, the majority of whom remained with their new governors, who treated them with the greatest humanity. The population at Quebec at this time did not number a hundred persons, and Montreal and Three Rivers comprised but a few log huts which were required for the purposes of fishing and carrying on the trade with the nations. At the expiration of three years the colony was restored to France by the treaty of St. Germain-en-Laye, and Champlain returned once more to resume the charge of the infant settlement. He did not long survive his return, but died in 1635, to the great regret of the colonists, just as the foundation stone was laid of the Jesuit College, and was conceded in charge of the colony by M. de Montigny. An establishment for the conversion of the Indians, a favorite object with the Jesuits, was formed at Sillery in 1638, and was attended with the most beneficial results. The last vestiges of the ruins of these buildings have only recently disappeared. The Hotel-Dieu was also founded at this time for the reception of the sick, and in the following year the Ursuline Convent, for the education of female children, was instituted under the charge of Madame de la Peltrie.

The invasions of the Five Nations a few years later raised a serious obstacle to the purposes of the colony. In 1650 an attack was made on Three Rivers which resulted in the defeat of the French party who suffered considerable loss. Emboldened by success they carried on their attacks with but little intermission, the principal sufferers from their violence being the friendly tribes; but a few years subsequently they invaded Quebec with a force of 700 warriors, and kept it in a state of siege for several months. Reprisals naturally followed, and a considerable body of troops marched in pursuit of them to the west, where, flying before the arms of the French, they left them to wreak their vengeance on their villages which were

WILLIAM LEE



Civil and Military Tailor

28 BUADE STREET

ORDERS
PROMPTLY ATTENDED TO.



Quebec

ALWAYS ON HAND A LARGE STOCK

ENGLISH & AMERICAN

Soft and

Stiff Hats



Fine Grade

Silk Hats

Ladies and Gents Waterproof Garments a Specialty.

Dawe & Henderson,

ST. JOHN STREET

burnt to
was glad
lated as
the colon
portance
tion, was
aggression
to been v
trading sp
erected in
Council c
arrived in
Marine, a
oh the pa
lision, the
dispute.
Abbott of
the desire

Consid
and the ne
ernor of th
which the
towards th
settlers in
their agric
Frontenac
goodwill o
which he c
caused him
the object
village of S
ious barbar
retributive
The reducti
New Engla
about 1300
proceed to
Montreal.
Champlain
obtain the

Sir Wi
to surrende
with a garr
luded on th
by strong d
skirmishing
contest did
no vigorous
were again c
ton, finding
disabled by
induced by
without loss
the ill succ
ciently pallia

EE

Tailor

Quebec

ICAN

ne Grade

ats

Specialty.

STREET

burnt to the ground. These reverses induced them soon to sue for peace, which was gladly accorded, not, however, until the Algonquins had been almost annihilated as a nation, and the Hurons greatly reduced by these repeated conflicts. As the colony had by this time made a considerable advance in population and importance, a body of regular troops despatched from France for its protection, was, with the aid of the colonists, fully equal to the task of repelling the aggressions of the natives. The management of the affairs of the colony had hitherto been vested in individuals who assumed the control over it solely with a view to trading speculations. In the year 1663, however, it attained the distinction of being erected into a royal government, M. des Meys being appointed Governor, with a Council of seven to assist him in carrying on the administration. M. Talon, who arrived in Quebec two years later, was the first Intendant of Police, Finance and Marine, an office of considerable weight, and one which excited no little jealousy on the part of the Governor, with whose authority it occasionally came into collision, the relative rank and influence of the two officials being a source of constant dispute. In the year 1670 the see of Quebec was established, and François de Laval, Abbot of Montigny, arrived from France as the first bishop, in compliance with the desire of the Jesuits to have a person of distinction at the head of their church.

Considerable jealousy had for some time existed between the French Colony and the neighboring one of New York then in possession of the English. The Governor of the latter was anxious to divert to New York the increasing trade in furs which the French carried on with the Indians, and the hostility of the Five Nations towards the French promoted the views very materially, while it kept the Canadian settlers in a condition equally embarrassing and unsafe, as not only the trade but their agricultural pursuits were interrupted by predatory incursions. The Count de Frontenac, at that time Governor of Canada, seeing no prospect of conciliating the goodwill of the Indians, determined on attacking New York, the reduction of which he conceived, would be followed by the submission of the hostile tribes that caused him so much uneasiness. A force was accordingly despatched in 1690 with the object of attacking Albany; they did not, however, proceed further than the village of Schenectady, which they set in flames, after committing the most atrocious barbarities on the unarmed inhabitants. Soon after their return to Canada retributive measures were adopted to punish this aggression. An expedition for the reduction of Canada was immediately set on foot by the states of New York and New England. It consisted in all of a fleet of thirty five vessels with a force of about 1300 men under the command of Sir Wm. Phipps who was ordered to proceed to Quebec, and land a force of 800 men intended for the reduction of Montreal. The latter division of the army, after proceeding as far as Lake Champlain was compelled through a deficiency of provisions and the inability to obtain the necessary transport, to retire to Albany.

Sir Wm. Phipps arrived on the 5th October at Quebec, which he summoned to surrender, but Frontenac, who had just put the city in a good state of defence, with a garrison of 400 men, treated his summons with contempt, and the English landed on the 8th at the mouth of the St. Charles, where they were encountered by strong detachments of the enemy posted to receive them. There were a continual skirmishing was kept up for several days without any result. The scene of the contest did not extend beyond the low grounds on the banks of the St. Charles, no vigorous efforts having been made for an assault upon the city, when the troops were again embarked, and the attack on the city, by land abandoned. The Admiral, too, finding his fire made but little impression on the walls, and his ships being disabled by their batteries, dropped down towards the Island of Orleans, and was induced by the inclemency of the season and the storms which prevailed to retire without loss of time to Boston. But neither the lateness of the season, the cold nor the ill success of the land force which might have co-operated with him, can sufficiently palliate the failure of this expedition, which may justly be attributed to the

G. A. VANDRY & CO.

Family Grocers and Wine Merchants,

HEADQUARTERS:

35 St. John Street, QUEBEC.

Walker's Pure Candy

The Leading House in Quebec for Camping Stores

FISHING, HUNTING AND SEASIDE SUPPLIES

Pabst Milwaukee Lager

A SPECIALITY.

PURVEYORS TO THE

Tourilli Fish and Game Club.



The Laurentides Club.

Jacques-Cartier Club.



AND

Seven Private Clubs.

want of en
the brillian
time consis
the Upper
eighteen pe
au-Matelot
regular for
menced un
was laid by
to be assist
an attack b
abandoned
as their pre
year an epic
in Quebec.
fell victims
the summer
and a very p
of the camp
under the co
seven regim
General Nic
violent storm
caused eight
300 men—bl
it was resol
ciency of pr

During the
record of an
gassing in o
under the do
and the Indi
which the co
the existence
more danger
Colonies, ma
in many of th
Indians, a for
This was the
success, but
objects it was
dispossession
the hands of
Every office o
accumulation.
rapacity of wh
ing been the c
repository for
secured at a n
from the opp
affected howev
price of food,

* M. Higor,
France for life

CO.
merchants,

BEC.

y
ng Stores

ES

ager,

Club.

want of energy and judgment in Sir Wm. Phipps, affording a striking contrast to the brilliant campaign of Wolfe at a subsequent period. The fortifications at this time consisted of works which formed as at present a line of circumvallation around the Upper Town, terminating at Cape Diamond. There were two batteries of three eighteen pounders each in the Lower Town, and one of three guns over the Sault-au-Matelot, and several additional batteries were erected during the siege. The regular fortification of the City, upon the plan of M. DeLéry, was not commenced until 1720. The plan of another expedition for the reduction of Canada was laid by the English colonies in 1709. A considerable body of colonial troops, to be assisted by five regiments of regulars from England, were intended to make an attack by sea and land on Montreal and Quebec. This campaign, was, however, abandoned in consequence of the non-arrival of the regular troops from England, as their presence was found requisite in Portugal. In the spring of the following year an epidemic of a most destructive and malignant nature made its appearance in Quebec, and, spreading over the country, its effects were so fatal that thousands fell victims to it in a few days. Preparations for invading Canada were resumed in the summer of 1711, the necessary forces having been despatched from England, and a very powerful armament collected, strong enough to render the full success of the campaign a matter of reasonable expedition. It comprised 15 men of war under the command of Admiral Walker, with numerous transports, having on board seven regiments and train of artillery. A land force consisting of 4000 men, with General Nicholson at their head, was to advance and co-operate with the fleet. But violent storms in the St. Lawrence, which delayed their progress up the river and caused eight transports to founder among the Isles aux Enfers with a loss of nearly 900 men, blasted all their hopes of success. The fleet having suffered considerably, it was resolved by a council of War, under the additional pretext of an insufficiency of provisions, to abandon the enterprise.

During the half century which followed this futile attempt, there is but little to record of any importance in the history of Quebec. Events were gradually progressing in other parts of the colony which paved the way for its final reduction under the domination of England. The ill feeling which existed between the French and the Indians of the far west broke out at intervals in mutual encounters, in which the conduct of both parties was strongly tinged with barbarity: indeed the existence of this animosity on the part of the Five Nations, which became still more dangerous from the friendly footing on which they stood with the English Colonies, may be traced to the bad faith and inhumanity displayed by the French Indians, a fort was erected at Oswego in 1726 by Governor Burnet of New York. This was the source of renewed hostilities, which were carried on with various success, but the English continued for some time to maintain their fort and the objects it was intended to promote in spite of the repeated efforts of the French to dispossess them. About this time the affairs of the colony appear to have been in the hands of a set of officials who pursued a connected system of gross speculation. Every office of trust would seem to have been sought with the single view of unjust accumulation. The government and the colonists suffered alike from their heartless rapacity of which M. Bigot the Intendant enjoys the unenviable distinction of having been the chief promoter. A large store house was erected near his Palace as a repository for articles intended for the government service, and a monopoly was secured at a most exorbitant price to the company who built it; this earned for it from the oppressed inhabitants the title of "La Friponne." They were chiefly affected, however by the monopoly in grain which raised most exorbitantly the price of food, and entailed considerable misery on the poorer classes. (*)

* M. Bigot, as the principal instigator of this system of fraud, was banished from France for life in 1783.

ORDERS
PROMPTLY
EXECUTED

J. F. DOBBIN,

SPECIALTY
FINE WATCH AND
JEWELRY REPAIRS

WATCHMAKER AND JEWELER

29 Buade Street, OPPOSITE THE BASILICA, Quebec.

DIAMONDS, GOLD & SILVER WATCHES, RINGS, GUARDS, BROOCHES,
EARRINGS, CLOCKS AND JEWELRY of all description,
SOUVENIR SPOONS,
OIL PAINTINGS OF QUEBEC SCENERY, on porcelain and card plaques,
FANCY GOODS, &c., &c., &c.

A call solicited and polite attention to all comers.

Moderate Prices



FIRST CLASS WORK GUARANTEED.

S. J. O'NEIL,

Taylor and Outfitter

47 Buade Street,

QUEBEC

CHOICE ASSORTMENT

Beaver and Pilot Cloths,
Fur and Elysian Beaver,
Meltons and Naps,
Diagonal Serges.



Irish Freize,
Broad Cloths,
Trouserings,
Coatings and Suitings.



In 1
the Mar
contempl
powerful
Montcalm
attempt v
on the La
success, t
they expe
honors of
did not lo
upon Can
with, and
General A
Montcalm
Fort du Q
was taken
1759, a fo
efforts of t
movement
Prideaux a
importance
incursions
bursting-of
ably suppli
the enemy
hands. Thi
English. TI
ed up Lake
Crown Poi
squadron se
sition, and
On the arri
disembarked
Canadians b
and calling
This appeal
engaged wit
English strag
On the m
ships seven
fortunately fi
mind, succee
come with th
to take posse
was perfectly
and cannon th
many of the
detachment o
but getting in
they returned
who had exert
forces along th
Montmorency
ments to prote

SPECIALTY
FINE WATCH AND
JEWELRY REPAIRS

ELER →

Quebec.

DS, BROOCHES,
ription,

card plaques,

comers.

GUARANTEED



Street,



ittings.

In 1758 a strong body of troops arrived from France under the command of the Marquis de Montcalm. He followed up with vigor and attack which had been contemplated for some time upon Oswego, against which he proceeded with a powerful force. The garrison, after a gallant defence, surrendered the fort to Montcalm by whom it was demolished. In the following year an unsuccessful attempt was made by Rigaud, brother of the Governor, upon Fort George situated on the Lake of that name. It was repeated soon after by Montcalm with better success, the garrison being obliged to submit after a determined resistance in which they expended all their ammunition. They were allowed to march out with all the honors of war in consideration of their gallantry. These reverses of the British arms did not long remain unatoned; they served but to hasten the meditated advance upon Canada. The English troops had no mean opponent, however, to contend with, and failed in a gallant assault upon Fort Ticonderoga, which they made under General Abercrombie, who was compelled to retire before the military genius of Montcalm. They were more fortunate in their attacks upon Fort Frontenac and Fort du Quesne which fell into their hands, but the former on being abandoned was taken possession of by the French, who rebuilt the works. In the summer of 1759, a formal treaty having just been entered into with the Indians, whom the efforts of the British force upon Canada took place in three divisions. General Prideaux advanced against Niagara where the French had erected a fort of great importance affording a protection to their own trade, and covering their hostile incursions into the neighboring colonies. Prideaux was unhappily killed by the bursting of a shell while surveying the trenches during the siege, but his place was ably supplied by Sir Wm. Johnson, who gained a brilliant victory over a body of the enemy who attempted to relieve the garrison, all their officers falling into his hands. This defeat decided the fate of the fort, which was surrendered by the English. The second division of the British army under General Amherst, proceeded up Lake Champlain, where they took possession of Forts Ticonderoga and Crown Point, which were abandoned by the enemy on their approach. The squadron sailed up the St. Lawrence without the slightest accident or opposition, and approached Quebec with 8,000 men under the command of Wolfe. On the arrival of the fleet at the Island of Orleans, the land forces were there disembarked on the 27th of June, and a manifesto was distributed among the Canadians by General Wolfe, couched in the most humane and generous terms and calling on the peasantry by a timely submission to avoid the horrors of war. This appeal was treated with such contempt, that the Canadians were frequently engaged with the scalping parties of the Indians in barbarous attacks upon the English stragglers.

On the night of the 28th an attempt was made to destroy the fleet with fire ships seven of which were dropped down the river for that purpose, but being fortunately fired too soon, the English sailors with their customary presence of mind, succeeded in grappling and towing them all to the shore before they could come with the shipping. General Moncton was soon detached with four battalions to take possession of a battery erected by the enemy at Point Levis. In this he was perfectly successful, and caused so much execution upon the city with shells and cannon that the Lower Town was shortly reduced to a heap of ruins, and many of the buildings in the Upper Town suffered considerable damages. A detachment of 1600 men was sent across the river by the French to dislodge him, but getting into confusion in the dark, during which they fired upon each other, they returned without coming into collision with the English troops. Montcalm, who had exerted every efforts for the defence of the city, had established his forces along the Beauport shore, between the river St. Charles and the Falls of Montmorency, an extent of upwards of six miles in which he threw up intrenchments to protect his troops in all accessible points. On the ninth of July, Wolfe,

The Tourists and Anglers'

GROCERY STORE

NEAR ST. LOUIS HOTEL.

A FULL ASSORTMENT OF

GROCERIES, CANNED MEATS,

SALT PORK,

SUGAR-CURED HAMS

AND BACON

VEGETABLES, PICKLES,

AND CHOICE

BRANDS OF WINES AND

LIQUORS.

GOODS PURCHASED AT THIS ESTABLISHMENT WILL BE PACKED
AND SHIPPED AT SHORT NOTICE WITHOUT EXTRA CHARGE.

AGENT FOR THE SALE OF

Poland Spring Water

ON DRAUGHT AND IN BOTTLES.

✱ P. RICHARD, ✱

42-44 Garden Street, Quebec

having est
and erecte
Carleton,
Failing in
precipitous
where the
trenches.
troops and
this moven
of the army
aground; c
grenadiers
engage the
were expos
and retired
would cut o
and retire o
an effect up
under which
his life to hi
up the river
The attempt
energy and
enemy the s
which the tr
having been
by the darkn
September, a
the plains of
precipitous c
their hopes o
force they ha
path which l
position lost
upon hazardin
weakest side.
battle and ma
three battalio
irregular fire
his best mark
morning. Th
forty yards wh
much coolness
line, received a
advancing soon
their bayonets.
heroic ardour v
pierced his bre
enough, howev
Brigadier Murr
were soon thro
Highlanders, w
city and down t
Brigadier Mon
Townshend, wh
the enemy, 2000

nglers'

E

D MEATS,

BE PACKED
CHARGE.

er

N BOTTLES

ebec

having established his magazines, stores, and hospital on the Island of Orleans and erected the necessary works for their protection under the charge of Colonel Carleton, crossed with his forces the North channel and encamped near the Falls. Failing in an attempt to force a passage across the turbulent waters and up the precipitous bank of the Montmorency, he determined on passing below the Falls, where the river was fordable at low water and attacking Montcalm at once in his trenches. The necessary preparations were immediately made for crossing the troops and put into execution on the 31st July. The difficulties which attended this movement were, however, so considerable as to cause the defeat of a portion of the army; from the shallow and rocky nature of the beach several boats ran aground; causing a fatal delay in the disembarkation, by which a detachment of grenadiers was separated from the main body. These men, in their eagerness to engage the enemy, advanced in the utmost disorder upon their entrenchments and were exposed to so galling a fire that they left about 200 dead upon the field, and retired with 650 wounded. As night was now approaching and the rise of the tide would cut off all means of retreat it was deemed advisable to abandon the attempt and retire once more behind the Montmorency. This mortifying disaster had such an effect upon the chivalrous mind of Wolfe that it brought on a severe illness, under which he still labored when he ascended the heights of Abraham to dedicate his life to his country. His plan of operations was now entirely changed; passing up the river he determined on landing above the town and taking it by storm. The attempt appeared to be attended with insuperable difficulties, but his dauntless energy and good fortune crowned his efforts with success. In order to deceive the enemy the squadron proceeded up the river about nine miles above the cove at which the troops were to disembark, a force of 1500 men under M. de Bougainville having been despatched by Montcalm to observe their movement. But favored by the darkness of the night they dropped down with the tide on the 12th September, and the troops were landed in flat bottomed boats on the beach below the plains of Abraham. Had this attempt been anticipated, and the almost precipitous cliffs which the British troops had to ascend been properly defended their hopes of success would certainly have been slight indeed, but the only force they had to encounter was a captain's guard in possession of a narrow foot-path which led up the declivity. Montcalm on receiving intelligence of their position lost no time in advancing with his army from Beauport, and resolved upon hazarding a battle to protect the city from the threatened assault on its weakest side. On his arrival he found the British troops drawn up in order of battle and made an attempt to turn their left, which was, however, reinforced with three battalions in time to render his efforts abortive. After keeping up an irregular fire from behind the bushes and hedges, which were lined with 1000 of his best marksmen, he advanced to the charge with great spirit about nine in the morning. The British reserved their fire until their opponents approached within forty yards when they poured in a deadly discharge which they maintained with much coolness and effect. Wolfe, who was standing at the right in front of the line, received a shot in the wrist which did not, however, prevent him from advancing soon after at the head of the grenadiers who charged the French with their bayonets. In this conspicuous position, while inspiring his troops with that heroic ardour which filled his own bosom, another ball, more fatal in its aim, pierced his breast. Being removed to the rear he survived but a short time, long enough, however, to learn the full success of the British arms. At this moment Brigadier Murray succeeded in breaking the centre of the enemy, who, giving way, were soon thrown into disorder and were pursued with great slaughter by the Highlanders, who, sword in hand, supported by the 58th, drove them into the city and down to their works on the river St. Charles. On the death of Wolfe Brigadier Monckton being seriously wounded, the command devolved on Brigadier Townshend, who had scarcely collected his scattered troops when a fresh body of the enemy, 2000 strong, under the charge of M. De Bougainville, appeared on its

GENERAL + RAILWAY + AND + STEAMSHIP

TICKET OFFICE

32 St. Louis St., QUEBEC

ESTABLISHED IN 1872.

GENERAL AGENTS FOR

Rail Ways, Steamboat & Steamship Companies

Cabins and Berths Secured

COOK'S TOURS a specialty.

CACOUNA !!
The Newport of Canada
ON THE LOWER ST. LAWRENCE

Sea & Mountain Air * Sea Bathing

"ST. LAWRENCE HALL"

THIS attractive Hotel has ample accommodation for four hundred guests, and is open from June 15th to September 15th. For salubrity of climate, pure air, natural spring water and comforts, this place is unsurpassed.

Inquire for descriptive matter.

FOR TERMS, &c., ADDRESS

JOHN BRENNAN,

Manager, Cacouna.

way from C
but they re
centre the
succeeded
fell into th
and was co
next in con
dying of th
about 500 k
and 500 wo
expiring as
determined
dying words
be too often
supported b
Who run
What?
he expired i
closed at th
genius which
befitting a s
shell in the

After th
making the
also opened
proceeded to
combined as
were sent fr
the city on t
for by the de
fusion, and n
approach of
rally again in
for action wa
force of 5000
the remainde
winter was p
from the batt
fortifications
another of 40
of fresh provi
the month of
were unfit for
labored, an in
may be said
consequent on
inhabitants, w
the private so
promptly was
prevailing dist
greatly to rec
distressed com
to receive the
de Levi to the
had exerted ov
possession of C

TEAMSHIP

E
BEC

Companies

cialty.

nada

CE

athing

LL"

guests, and is
of climate, pure
passed.

NAN,
or, Cacouna.

way from Cap Rouge. Two battalions were immediately detached against them, but they retired into the woods on their approach. In the attack upon the French centre the English made very effective use of one six pounder which they had succeeded in dragging up the cliff. Their opponents had two guns, one of which fell into the hands of the British. Montcalm was mortally wounded in the battle and was conveyed to the city where he expired the next day. The three officers next in command to him perished also, being either killed in the engagement or dying of their wounds soon after. The loss of the French was very considerable—about 500 killed and 1000 prisoners, while that of the English was about 50 killed and 500 wounded. But the death of Wolfe was, in itself, an irreparable affliction, expiring as he did at the moment of a victory won by his untiring energy and determined valor, but the fruits of which he was now destined to enjoy. The dying words of this young hero display such a generous devotion that they cannot be too often recorded. As he leaned against the shoulder of a lieutenant who supported him on the ground, this officer exclaimed, "they run, they run!"—"Who run?" he exclaimed with eagerness, and on being informed "the French"—"What," said he, "do they run already? then I die happy!" and as he spoke he expired in his arms. Montcalm, who shared his fate in this memorable battle, genius which raised him high in the estimation of his country. He found a grave befitting a soldier, his body being deposited in a cavity caused by the bursting of a shell in the garden of the Ursuline Convent.

After the battle General Townshend lost no time in securing his camp and making the requisite preparations for investing the city. Communications were also opened with the fleet which supplied him with artillery and ammunition, and proceeded to take up its opposition opposite the Lower Town, in readiness for a combined assault. On the 17th of the month, however, proposals of capitulation were sent from the garrison, and accepted by Townshend, who took possession of the city on the following day. This hurried surrender may be chiefly accounted for by the death of Montcalm, which threw the councils of the French into confusion, and may be reckoned a very fortunate event for the British, as the near approach of the winter and the strong reinforcements of the enemy, who began to rally again in the neighbourhood, might have retarded their efforts till the season for action was passed, and perhaps, frustrated all the operations of the army. A force of 5000 men was left in the city under the command of General Murray and the remainder of the troops returned with the fleet to England. The ensuing winter was past by Murray in repairing the damages incurred by the buildings from the batteries at Point Levi, and strengthening in every possible way the fortifications of the city. A detachment of 200 men was posted at St. Foye and another of 400 men at Lorette. The severity of the winter and the great scarcity of fresh provisions caused the death of no less than 1000 men from scurvy before the month of April, and of the remaining portion of the garrison nearly one half were unfit for service. But amid the deprivation and sufferings under which they labored, an instance was displayed by the garrison of that noble generosity which consequent on the campaign threatened to involve in its desolation the surrounding inhabitants, when a general subscription was raised with alacrity to which even the private soldiers contributed from their scanty resources; the fund collected so promptly was distributed among the people and alleviated in a great degree the prevailing distress. This act of generosity to the conquered must have tended greatly to reconcile the Canadians to their new governors. Reduced to the distressed condition which has just been described the enfeebled garrison prepared to receive the French troops, who collecting under the command of the Chevalier de Levi to the number of 12,000 men, approached Quebec in the spring. De Levi had exerted every effort to secure the efficiency of his army and regain once more possession of Quebec. The French squadron, which had wintered at Montreal,

CRÈME DE LA CRÈME
CIGAR FACTORY.

J. M. Fortier

SOLE MANUFACTURER OF

Crème de la Crème,
Canvas Back, Merry War,
Mi Rosa, El Caza
And other Favorite Brands

Office, Warerooms & Factory :
141, 143, 145, 147, 149 and 151,

St. Maurice Street,
MONTREAL.

was ordered through the deemed an General M the field. men on th with the F The first a the French the main b conflict ens when Mur in good ora the loss of 2,500. De the city, up destined to 15th of Ma the followin the latter t destroyed. vessels. Th frigate, whi sme night, him all his a Murray. T of the Fren British troop took withou Province wa

In this sisted of the instituting a so much ill f they collecte with the inte of General A barracks, bu question, Ge in the attempt and, and a conduct colors w to death the desired effect in quietness

On the c hitherto contr government, chief of the p members. A desire was evi Assembly esta ingly made to its object, the desirable. A

ISTORY.

ier

y War,

Gaza

nds

151,

et,

EAL.

was ordered to drop down the river and co-operate with his troops, who advanced through the Cap Rouge wood within three miles of the city. The garrison being deemed unequal, in its reduced condition, to a proper defence of the fortifications, General Murray resolved to anticipate the attack by meeting De Levi at once in the field. He marched out accordingly with his small but veteran force of 3000 men on the morning of the 28th April, and was not long in coming into collision with the French, whom he found as he approached advancing in a single column. The first attack of the British troops was so impetuous as to cause the centre of the French to give way, but the left wing of the former becoming detached from the main body was refused to them by the reserve of the enemy. A desperate conflict ensued, which was maintained with various success for nearly two hours, when Murray overpowered by numbers, gave up the equal contest and retreated in good order to the city. The sanguinary battle cost the British 1000 men, while the loss of the French was still greater, amounting by their own computation to 2500. De Levi pursued the advantage he had gained by immediately investing the city, upon which he opened his batteries. But the gallant garrison was not destined to remain much longer without reinforcements from England. On the 15th of May, Commodore Swanton anchored with his squadron in the bay, and on the following morning two frigates getting under weigh to attack the French fleet, the latter fled in such disorder that they were driven on shore and entirely destroyed. They consisted of two frigates, two armed ships and some smaller vessels. This success was, however, greatly neutralized by the loss of the *Lowestoffe* frigate, which ran upon some hidden shoals. De Levi abandoned the siege the same night, and retreated with precipitation to the Jacques Cartier, leaving behind him all his ammunition, stores and cannon, which fell into the hands of General Murray. The reduction of Montreal by General Amherst and the entire submission of the French forces throughout Canada followed soon after: the successes of the British troops were also attended by the ready submission of the inhabitants, who took without reluctance the oath of allegiance to the British crown, to which this Province was finally ceded by the Treaty of Peace in 1763.

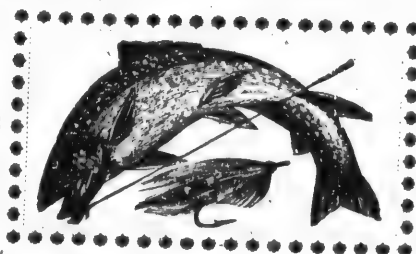
In this year a remarkable mutiny occurred among the garrison, which consisted of the 15th, 27th, and 2nd battalion of the 60th Regiment. An order instituting a stoppage of four pence sterling upon each ration of provisions excited so much ill feeling among the troops that, forgetting the calls of duty and discipline, they collected together and marched with drums beating towards St. John's gate with the intention of proceeding to New York and laying themselves at the disposal of General Amherst. By the persuasion of their officers they returned to their barracks, but as they persisted for several days in refusing to obey the order in question, Governor Murray determined to reduce them to obedience or perish in the attempt. With this view he ordered the garrison under arms on the grand parade, and after pointing out to them in the strongest terms the enormity of their conduct, he commanded them, as a sign of obedience, to march between two colors which he caused to be raised for that purpose, and threatened to put to death the first man who refused to obey. This very resolute course had the desired effect; his orders were immediately complied with, and the men returned in quietness to their barracks.

On the cession of the province to England the military government which had hitherto controlled its affairs was superseded, by royal proclamation, by a civil government, General Murray being appointed Captain General and Governor in chief of the province of Quebec, with the power to nominate a Council of eight members. As the colony advanced, however, in stability and importance a strong desire was evinced by the British inhabitants of Quebec to have a Representative Assembly established among them; a petition praying for this boon was accordingly made to the Governor and submitted to His Majesty in 1774, but failed in its object, the state of the colony not being considered such as to render that step desirable. A Legislative Council nominated by the King was established by Act

Salmon Quananiche

Trout and Bass Flies

BIRCH BARK
and
WOOD CANOES
OARS, PADDLES



RODS
REELS
LINES
FLIES

SPECIMENS

QUANANICHE, THE FAMOUS DWARF SALMON OF LAKE ST. JOHN
AND BROOK TROUT ON VIEW IN OUR TACKLE WINDOW

DURING THE FISHING SEASON.

400 STYLES OF FLIES

MADE TO OUR OWN PATTERNS. SELECTED BY LEADING SPORTS
MEN AND SPECIALLY ADAPTED TO CANADIAN WATERS.

Sole Proprietors

Gregory's Fly Repellant, Boivin's Rods, Van
Felson's Wading Shoes, Tents, Camp Kits, etc

FORREST'S SALMON FLIES

BIOYGLES: Humber, Columbia and Gale's

Sporting Goods in General

Chinic Hardware Co.

Foot of Mountain Hill, - Quebec, Can.

of Parliament
without dist
offence to th
to nearly th
to their law
of the Imper
been dispute
this new app
The com
against the a
beyond the f
fidelity of th
for independ
Montgomery
the regular f
men detached
in vain ende
defence: eve
gomery meet
Johns and M
arose, no dou
Great Britain
they had own
refusal to tak
the hardships
withdrew the
much later pe
institutions a
nationality, th
courage and l
check before t
Canada, and c
into their han
the woods by
about a month
men, among v
Quebec being
withdrawal of
he was left wi
British and C
confined to th
off the sentrie
At length on t
assault was ma
of which was n
real points of a
towards Pres-d
possession of
through which
of the battery
to flight, and i
those of Montg
men under Gen
guard which wa
vigorous sortie
and entirely del

riche

S

RODS

REELS

LINES

FLIES

KE ST. JOHN

WINDOW

NG SPORTS

TERS.

's Rods, Van

ump Kits, etc

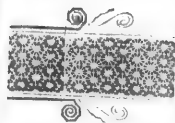
General

@

an.

of Parliament in its stead, the colonists being declared eligible for admission without distinction of origin. This measure, known as the Quebec Act, gave great offence to the British portion of the colonists as it restored the French Canadians to nearly the same position they had occupied before the conquest, with reference to their laws, their language and institutions. Though the generosity of this Act of the Imperial Parliament was, perhaps, unexampled, its wisdom may well have been disputed, tending as it did to restore and perpetuate a distinct nationality in this new appendage of the British Crown.

The contest which had been maintained for some time by the American colonies against the authority of Great Britain began about this period to extend its effects beyond the frontiers of Canada. Emissaries were busily employed in shaking the fidelity of the inhabitants and inducing them to assist the colonists in their struggle for independence. In the following year they advanced into Canada under Generals Montgomery and Arnold, who found the province but ill prepared for defence, the regular force consisting of only two regiments, the 7th and 26th, in all 800 men detached in various parts of the province. General Carleton, the Governor, in vain endeavoured to arouse the Canadians to co-operate with him in their common defence: even the persuasions of their clergy were utterly fruitless, and Montgomery meeting with little opposition soon succeeded in reducing Chambly, St. Johns and Montreal. This reprehensible supineness of the French Canadians arose, no doubt, from the desire to avail the issue of the contest in Canada between Great Britain and her revolted colonies: and when we consider the short period they had owed allegiance to England we must not condemn too harshly their refusal to take up arms, which was rendered more general by the recollection of the hardships resulting in former years from their enrolment as Militia, which withdrew them so frequently from their homes and agricultural occupations. At a much later period, however, when their experience of protection under British institutions and the increase of population had engendered strong feelings of nationality, the Canadian Militia fully established for themselves a character for courage and loyalty. The successes of the Americans were destined to receive a check before the walls of Quebec which ultimately baffled their attempts upon Canada, and caused them to relinquish those posts which had previously fallen into their hands. In the beginning of November, Arnold, having advanced through the woods by the Kennebec and Chaudiere Rivers, invested Quebec and was joined about a month afterwards by Montgomery. Their forces amounted to nearly 3000 men, among whom were enrolled 500 Canadians. Many of the inhabitants of Quebec being openly disaffected, General Carleton issued an order for the immediate withdrawal of such as objected to take up arms. This wise precaution being taken he was left with a small but gallant garrison of 1800 men chiefly composed of British and Canadian Militia. The attack of the besiegers was for some time confined to throwing shells into the town which suffered little damage, and cutting off the sentries on the ramparts with rifles under shelter of the houses in St. Rochs. At length on the 31st December, the night being very dark, the long meditated assault was made upon the city. Their forces were divided into four bodies, two of which was merely intended to distract the attention of the garrison from the real points of attack in the Lower Town. Montgomery repaired with 900 men towards Pre-de-Ville at the foot of the citadel, where a small guard was in possession of a battery of nine pounders which commanded the narrow road through which he advanced. As soon as they had approached within fifty yards of the battery a deadly fire was poured upon his party which put them immediately to flight, and in the morning among thirteen bodies which were found on the spot, those of Montgomery and two of his staff were recognized. At the same time 700 men under General Arnold made an attack at the Sault-au-Matelot, and drove the guard which was stationed there back upon the centre of the Lower Town. By a vigorous sortie, however, through Palace Gate the enemy were taken in the rear and entirely defeated with a loss of upwards of 400 prisoners. Arnold being



Opening of the Chicoutimi Extension,

1st JULY 1893

THE NEW ROUTE

TO THE

Far-famed Saguenay

AND THE ONLY RAIL ROUTE TO THE DELIGHTFUL SUMMER
RESORTS NORTH OF QUEBEC, THROUGH THE

CANADIAN ADIRONDACKS

Parlor and Sleeping Cars.
Magnificent Scenery. Beautiful Climate.

HOTEL ROBERVAL, Lake St. John, has first-class accommodation for 200 guests. Daily communication by new fast steamer across the lake, with the Island House, the centre of the "Ouanamche" fishing grounds which are free to guests of the hotels.

After 1st July trains will connect daily at Chicoutimi with Saguenay Steamers for Quebec. Daylight trip.

For information as to hotels, apply to hotel managers; for folders and guide books to ticket agents of all principal cities. A beautifully Illustrated Guide book free on application.

ALEX. HARDY,

Gen. F. & P. Agt., Quebec, Can.

J. G. SCOTT,

Secy. and Manager.

wounded in
This success
although the
Three battles
the St. Ch.
occasioned
well directed
greatly thin
committed
of the Surp
the marines
caused the
arriving fro
without fur
In the
were fully a
as possible t
her colonial
and the first
Lieutenant
In the f
erection of a
Mountain b
Having
the city, this
of Quebec le
beyond the s
sittings of its
agitated so l
tion of part
sion of the c
estrangement
prosperity an
citizens to in
restored to its

wounded in the commencement of this attack was conveyed to the General Hospital. This successful repulse preserved the garrison from a repetition of the assault although the siege was regularly maintained throughout the rest of the winter. Three batteries were erected by the Americans—at Point Levi, at the Ferry on the St. Charles, and on the Plains of Abraham, but the damage which they occasioned the garrison was very trivial, as they were frequently dislodged by a well directed fire from the city. Towards the close of the winter their ranks were greatly thinned by desertion, and still further diminished by the small-pox which committed dreadful ravages among them. At length on the 6th of May the arrival of the *Surprise* frigate relieved the besieged. The 29th regiment, together with the marines, being landed without loss of time, a vigorous sally of the garrison caused the enemy to retire with precipitation, and additional reinforcements arriving from England soon after, the American forces finally evacuated Canada without further delay.

In the year 1791 the petitions of the colonists for a Representative Assembly were fully acceded to by the establishment of a Constitution as closely assimilated as possible to that of Great Britain—a boon for the first time conferred on any of her colonial possessions. The province was divided into Lower and Upper Canada and the first provincial parliament was opened at Quebec in December 1792 by Lieutenant Governor Clarke, the House consisting in all of 50 members.

In the following year the church of England was established in Canada by the erection of a Bishop's See under the title of the Bishopric of Quebec, Dr Jacob Mountain being the first who was installed in that dignity.

Having laid before the reader a faithful sketch of events from the founding of the city, this portion of our labor must draw to a close, as the more recent history of Quebec leaves us nothing to record, without entering, on the discussion of topics beyond the scope and province of these pages. Within the walls of this city, in the sittings of its Assembly the political movement had its birth which swayed and agitated so long the destinies of the province, and if the war of words and the ebullition of party feeling contributed to the unfortunate events which led to a suspension of the constitution, Quebec may regard as a requital of these errors the estrangement of the seat of Government and the consequent diminution of her prosperity and importance. Yet the great advantages which it possesses leads its citizens to indulge in the hope, that in spite of recent changes, it will ere long be restored to its true position as the capital of Canada.

extension,

E

enay

SUMMER

CKS

imate.

dition for 200

-lake, with the
which are free to

enay Steamers

lers and guide
ed Guide book

OTT,
and Manager.

MEDICAL + HALL

W. B. ROGERS

16 Fabrique Street, QUEBEC.

Genuine British and Foreign Drugs,
Patent Medicines, Perfumery,
Toilet Articles, Sponges, Trusses,
Garden, Field and Flower Seeds, &c.

Wholesale + and + Retail

Telephone No. 126.)

(OPEN TILL 10 P.M. EVERY NIGHT.

A. + E. + JEANDRON,

SUCCESSOR TO

SHARPE & JEANDRON

Largest Stock of Confectionery in City.

LUNCH PARLORS, OPEN DAILY.

ICE CREAMS. WATER ICES. GINGER ALE, ETC.

46 St. John Street.



TELEPHONE 340.

STAND
Terrace and
view which
quarter of a
nities of inc
neeting it
fashion of t
beauty of th
Frontenac,
bands of mu
over two hu
the first cou
bosoin hund
such a heigh
ocean steam
tance, is the
where may b
a cost of \$90
and impossib

To the m
the famous C
United States
upon the sigh
The corn
colossal to our
1805, by the I
and administr
Deputy Grand
reign were dep
the names of
Thomas Place,
Sparko deliver
17th August.
Government us
Union and St.
of David Morg
has long enjoy
tatives of the F

ERS

THE CITY

THE TERRACE.

STANDING on the Terrace, the eastern part of which is called the Durham Terrace and the western the Dufferin Terrace, the beholder is presented with a view which equals any in other parts of the world. The promenade is about a quarter of a mile in length and gives to the lover of exercise unrivalled opportunities of indulging therein. At the north end of the Terrace is an elevator, connecting it with the Lower Town. Thither flock in the evening the beauty and fashion of the capital and few are the cities which can vie with Quebec in the beauty of their women. Erected on it are five kiosks, named respectively Plessis, Frontenac, Lorne and Louisa, Dufferin and Victoria, and also one for the use of bands of music in the summer afternoons and evenings. Being at an elevation of over two hundred feet, a magnificent panorama stretches beneath one, which at the first *coup d'œil* is almost bewildering. The River St. Lawrence, bearing on its bosom hundreds of vessels of every description, from the tiny canoe, which from such a height appears but a speck, to the terraced palace river boat and the huge ocean steamship, flows majestically downward to the sea. Opposite, in the distance, is the town of Lévis, crowning cliffs higher even than those of Quebec, and where may be seen the three immense forts erected by the English government at a cost of \$900,000, which render an attack from the south an impracticable if not and impossible attempt.

THE UNION BUILDING.

To the north of Place d'Armes is the Union Building, built in 1805, and once the famous Club of Barons; in this building war was declared in 1812, against the United States, previously in 1649, the residence of Governor D'Ailleboust stood upon the site.

The corner stone of the present building whose proportions must have seemed colossal to our Fathers was laid with grand masonic honors on the 14th August, 1805, by the Hon. Thom. Dunn, President of the Province of Lower Canada, and administrator of the Government, assisted by William Holmes, Esq., M. D. Deputy Grand Master of Ancient and Accepted Free Masons, several coins of that reign were deposited under the stone. Amongst the members of the craft we find the names of Joseph Bouchette, Claude Donchaud, Joseph Plante, Angus Shaw, Thomas Place, David Monroe; the architect's name is Edward Cannon; Rev. Dr. Sparks delivered a splendid oration, to be found in the Quebec *Mercury* of the 17th August, 1805. After the burning of the Parliament House in 1854 the Government used the above for Government offices. It has also been used as the Union and St. George's Hotels. This historical building is at present the property of David Morgan and occupied by him as a tailoring and outfitting business, who has long enjoyed the distinguished patronage of many of Her Majesty's representatives of the Dominion of Canada.

G. A. BOLDUC & CO.,

DEALERS AND MANUFACTURERS OF



FINE GOLD AND SILVER
JEWELRY.

Society * Medals

SOUVENIR SPOONS,
ETC., ETC.



166 St. John Street, Quebec

ST. LEON MINERAL WATER
— A Canadian Natural Product —

Very Highly Recommended

BY THE MEDICAL FACULTY

AS AN APPETIZER AND DIGESTER

ST. LEON MINERAL WATER CAN BE TAKEN BEFORE, DURING OR
AFTER MEALS. IT IS A VERY PLEASANT TABLE WATER,
EITHER NATURAL OR AERATED.

THE LATE DR. ROWAND, PORT PHYSICIAN;

USED TO RECOMMEND THIS WATER EVEN

For Asiatic Cholera.

• FOR SALE WHOLESALE AND RETAIL BY •

Opposite
Cardinal's Palace

ALPHONSE BLAIS,

AGENT
FOR QUEBEC

In the
Montcalm
governor-i
at the exp

In passin
the site of th
incorporated
upon it. It w
the governor.

To the w
ground, wher
convent, whic
separated in 18
numents are v
the venerable
on their arriva
ornamenting t

The ring,
Lake Simcoe, o

GO.



Quebec

Product

FACULTY

AND DIGESTER

DURING OR
WATER.

Cholera.

AGENT
R QUEBEC

THE WOLFE AND MONTCALM MONUMENT.

In the Upper Governor's Garden is the monument erected to Wolfe and Montcalm, the foundation stone of which was laid by the Earl of Dalhousie, the governor-in-chief, on the 15th May, 1827. It was taken down and rebuilt in 1871 at the expense of a few citizens. The following are the inscriptions :

Mortem, virtus, communem,
Famam Historia,
Monumentum Posteritas
Dedi.

Hujusce

Monumenti in memoriam virorum illustrium,
WOLF et MONTCALM.
Fundamentum P. C.

Georgius, Comes de Dalhousie :
In septentrionalis Americæ partibus
Summam rerum administrans :
Opus per multos annos prætermissum
Quid duci egregio convenientius ?
Auctoritate promovens, exemplo stimulans
Munificentia fovens,
Die Novembrie xv.
A. D. MDCCCXXVII,
Georgio IV, Britanniarum Rege.

In passing the gate of the new Frontenac Hotel building which now occupies the site of the old Normal School the stranger may notice a stone which has been incorporated into the wall bearing the date 1647, and having a Maltese cross cut upon it. It was the foundation stone of the ancient Castle of St. Louis and laid by the governor, M. de Montmagny, a Knight of Malta.

THE ENGLISH CATHEDRAL.

To the west of the Place d'Armes is the English Cathedral, built on the ground, where once stood the ancient church of the Recollets and their convent, which were destroyed by the fire in 1796. The present building was consecrated in 1804 ; it is built in the Roman style of architecture, and its mural monuments are very fine. In the north-east corner of the Cathedral close by, once stood the venerable elm tree, under which Jacques Cartier first assembled his followers on their arrival in the colony, and there are now some magnificent linden trees ornamenting the enclosure. The elm was blow down on the 6th September, 1845.

THE PLACE D'ARMES.

The ring, or Place d'Armes, where the Hurons, who had been driven from Lake Simcoe, encamped in 1650, constituted in the time of the French the *Grande*

Quebec * Central * Ry.

THE POPULAR PLEASING ROUTE FROM NEW ENGLAND
TO QUEBEC AND THE ST. LAWRENCE.

NEW STEEL RAILS.  NEW PASSENGER CARS
 WAGNER PALACE CARS. 

Connecting at Sherbrooke with Boston & Maine and Grand Trunk Ry Trains.
Connecting at Harlaka and Levis with Intercolonial Railway Trains.
Connecting at Levis and Quebec with all St. Lawrence River Steamboats.
Connecting at Quebec with Quebec & Lake St. John Ry and the Hunting
and Fishing of the Lake St. John Region.

Fast Trains.

Buffet Service.

Magnificent Scenery.

Sure Connections.

Combined Parlor and Sleeping Cars run between Springfield and Quebec
and Boston and Quebec without change.

BE SURE and ASK FOR TICKETS via QUEBEC CENTRAL Ry.

TICKET OFFICES

BOSTON—W. RAYMOND, 296 Washington Street; BOSTON & MAINE RAILWAY
OFFICE, 211 Washington Street.

NEW YORK—THOS. COOK & SON, Agents.

MONTREAL—UNION TICKET OFFICE, Windsor Hotel.

QUEBEC—Opposite St. Louis Hotel.

J. H. WALSH,

GENERAL PASSENGER AGENT,
SHERBROOKE, P. Q.

FRANK GRUNDY,

General Manager.

Place, w
fashional
To the
rear of w
it the rec
on a more

Passi
Post Office
history co
its old pos
taurant, a
Admiral N
the lines :

In den
cut a St. A
was found

The sto
wealthy men
against the
simple mer
revenge by
Among othe
received the
oppressive to
by Mr. Phil
infamous, B
ensued betw
Bigot in whi
then Acadia,
whereon, he
where, met
several versio

A less trag
Miles Prentic
opened an im
sorted all the
wards Admin
Miles Prentic

Ry.

GLAND
ANGER CARS

unk Ry Trains.
y Trains.
r Steamboats.
d the Hunting

ry.
nections.

and Quebec

NTRAL Ry.

INE RAILWAY

NDY,
ral Manager.

Place, where military parades were held and public meetings called, and was the fashionable promenade of the day.

To the south of the Cathedral are the Rectory and the Chapel of All Souls, in rear of which once stood the old Court House, destroyed by fire in 1873, and with it the records and law proceedings of over two centuries. It has now been rebuilt on a more extensive scale.

LA MAISON DU CHIEN D'OR.

Passing to the north by Fort street, we come to a handsome building, the Post Office, erected in 1873, on the site of the old building, which has a world of history connected with it. The famous Golden Dog, a puzzle to so many, occupies its old position above the door on Binde street, just opposite the Chien d'Or restaurant, as much resorted to in these days as was the site of the Post Office, when Admiral Nelson and Montgomery frequented it. Underneath the Golden Dog are the lines :

Je suis un chien qui ronge l'os,
En le rongeant je prends mon repos,
Un temps viendra qui n'est pas venu,
Que je mordray qui m'aura mordu.

In demolishing the ancient structure, a corner stone was found, on which was cut a St. Andrew's cross between the letters PH, under the date 1735. On this was found a piece of lead bearing the following inscription :

NICOLAS JAKUES.
dit Philibert
m'a posé le 26 Aout,
1735.

The story in connection therewith is told as follows :—In this building lived a wealthy merchant of the name of Philibert, who had many causes of complaint against the Intendant, whose high position could not easily be assailed by the simple merchant without suffering severe retaliation ; he therefore satisfied his revenge by placing the Golden Dog, with the attendant lines, above his door. Among other things, the Intendant had organized a vast trade monopoly, which received the name of La Friponne, whose transactions and dealings were most oppressive to the people, and in this he was resisted and sometimes circumvented by Mr. Philibert. It is also said that to annoy Mr. Philibert, the Intendant the infamous, Bigot, quartered troops upon the Chien d'Or. Be this as it may, a quarrel ensued between Mr. Philibert and Mons. de la Repentigny, boon companion of Bigot in which the former was fatally wounded and the latter fled to Nova Scotia, then Acadia, till he received his freedom from the king of France, Louis XIV, whereon, he returned to Quebec. After the siege of 1759, he went to Pondicherry, several meeting the son of his victim, he was killed by him in a duel. There are several versions of this tradition, but the above seems to be most correct.

A less tragic occurrence took place a few years later in the Chien d'Or building. Miles Prentice, who had come out as a sergeant in the 78th Regiment, under Wolfe, opened an inn in the building, then known as the Masonic Hall, to which inn resorted all the fashionables of the day, among whom was, in 1782, Captain, afterwards Admiral Nelson, then commanding H. M. S. " Albemarle," of 26 guns. Miles Prentice had a niece, Miss Simpson, daughter of Sandy Simpson, whose

G. & C. HOSSACK,

GROCERS

WINE AND SPIRIT DEALERS

CORNER OF

ANN & GARDEN STREETS,

(OPPOSITE THE RUSSELL HOUSE)

QUEBEC

FISHING ORDERS ATTENDED TO

HENCHY HOTEL

34, 38 and 40

ST. ANN STREET, Upper Town,

QUEBEC

Centrally Situated, opposite the English Cathedral.

Contiguous to all business centres.

Well known for over 40 years.

A comfortable and well appointed House.

TERMS VERY MODERATE.

RATES, \$1.50 to \$2.00.

P. HENCHY,

Proprietor.

charms so
port, he el
which purp
who, with
board his
victory, an
recognized
December
d Or.

A leu
tourists. F
will find it
in town wh

The Fr
secreted in
the 6th Jun
colony, but
labors and
the church i
are several v

The Con
St. Paul
Christ, s
The High
Christ b
Nativity
Christ S
Pentecos
The Hol
The Ann
St. Anne
Birth of
Alton, M

The sacre
finest in Am
some painting

This build
by fire in the
Masters.

Passing th
on three sides
de Laval. Th
was rebuilt and
but almost out

charms so captivated the embryo Admiral, that when his vessel had sailed from port, he clandestinely returned for the purpose of wedding "the maid of the inn," which purpose was defeated by Mr. Alexander Davidson, then a Quebec merchant, who, with the assistance of the boat's crew, forcibly carried the amorous captain on board his vessel. This timely interference gained for England many a glorious naval victory, and lost for Lady Hamilton her good name. It was Mrs. Prentice who recognized the body of Richard Montgomery after the ineffectual attempt of December 1st, 1775. A horrible suicide is another of the incidents of the Chien d'Or.

A leading restaurant now occupies this building and is a great habitue of tourists. First class private and public dining rooms are to be had while strangers will find it the most centrally located hostelry in the city. It is about the only place in town where luncheon may be had at all hours in the day or night.

THE BASILICA.

The French Cathedral raised to the rank of Basilica Minor in 1874, was consecrated in 1636 by Monseigneur de Laval, who arrived from France in 1659, on the 6th June under the title of Bishop of Petrea. He was the first Bishop of the colony, but on account of failing health was obliged to retire from his arduous labors and was succeeded by Monseigneur de St. Valier. The construction of the church in rear of the altar rails is a copy of St. Peters at Rome. In the church are several valuable paintings.

The Conception, after Lebrun by an Unknown Artist.
St. Paul, by Carlo Maratti.
Christ, attended by Angels, by Ristout.
The Flight of Mary and Joseph, a Copy, by T. Hamel.
Christ by Van Dyck.
Nativity of Christ, Copy of Guido.
Christ Submitting to the Soldiers, by Fleuret.
Pentecost, by Vignon.
The Holy Family, by Jacques Blanchard.
The Annunciation, by Jean Ristout.
St. Anne and the Tomb of the Saviour, by Plamondon.
Birth of Christ, by Annibal Carrache.
Altar, Miracle of St. Ann, by A. Plamondon.

The sacred vestments may be seen on application to the vergier. They are the finest in America. The building was greatly injured by the siege of 1759, and some paintings utterly destroyed.

SEMINARY CHAPEL.

This building is quite a new structure, the original building being destroyed by fire in the year 1889, with a large collection of valuable Paintings by celebrated Masters.

Passing through the gate, the visitor finds himself on the Seminary Square on three sides of which is the Seminary, which was founded in 1663 by Monseigneur de Laval. The building was destroyed by fire on the 15th November, 1701, and was rebuilt and again destroyed on the 1st October, 1705, when it was again rebuilt but almost entirely demolished during the siege of 1759. The College is divided

Jos. + Beaudry, PHOTOGRAPHIC STUDIO

205 St. John Street

(OUTSIDE GATE)

QUEBEC.

SPECIALTIES

OIL PAINTINGS,
taken from Photographs.

TABLEAU WORK.



CRAYON PORTRAITS.

PASTELS.

Photo Cabinets

Done in the latest style and at the shortest notice.

Tourists visiting the City can have their
Photographs in 48 hours.

into the Gr
thirty-four
six hundred
interminabl
by barred w
turnings an
Middle Age
pacing up a
Within
which was v
the Seminar
ground in on

The Lav
the front en
as is also th
ed by Monse
Taschereau.
being thirty-
and seminari
containing th
Picture Galle
in Canada, a
try. From t
Charles and
becoming mo
the Dominion
The rema
6th May, 1708
place by Mgr.
in 1877, and v
a procession b
were called at
Chapel, the Co
Recollet Churc
intervals of on
teer Field Bat

"Leaving t
the Battery.
site of the Par
the Grand Batt
Moon Battery,
Nunnery Batt
guns and 2 how
Garden and ben
cannon and two
Hope Gate.
the site of the f
menade is the re

into the Grand Seminary, a school of divinity, having seven professors and about thirty-four students and the Petit Seminary, for general education; having about six hundred pupils, instructed by over forty professors. Passing through the interminable corridors, the lower one of which is partly under ground and lighted by barred windows, one becomes bewildered and might lose himself in the endless turnings and descents. One may easily imagine himself in the dim periods of the Middle Ages, an illusion rendered more vivid by the sombre figures of robed priests pacing up and down the vast galleries.

Within the last year or so a very large addition has been made to the buildings, which was very much needed to accommodate the great number of pupils attending the Seminary. They with those of the Laval University occupy a large extent of ground in one of the finest portions of the city.

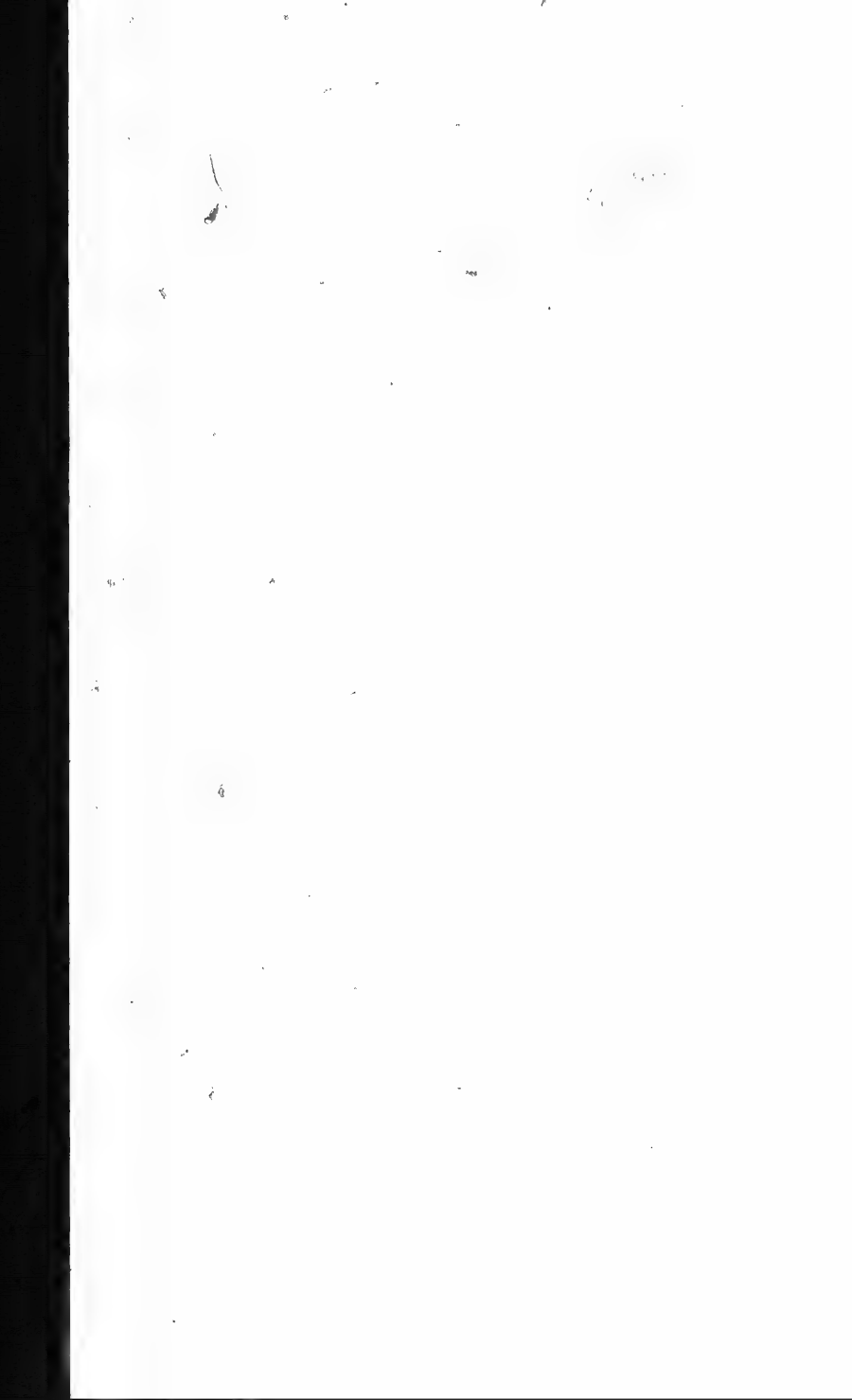
The Laval University may be reached by a passage from the Seminary or by the front entrance. The boarding house is separated from the principal building, as is also the School of Medicine. The structure was erected in 1857, first founded by Monseigneur de Laval, and is under the protection of His Eminence Cardinal Taschereau. There are four chairs:—Theology, Law, Medicine and Art, there being thirty-four professors and nearly three hundred students. Seven colleges and seminaries are affiliated with the University. There are several large halls containing the Museums of Geology, Natural History, Arts and Sciences. The Picture Gallery is yearly receiving large additions, while the library is the largest in Canada, and is rich in valuable MSS. relating to the early history of the country. From the promenade on the roof a magnificent view of the valley of the St. Charles and down the St. Lawrence can be had. This University is every day becoming more popular, not only with the French Canadians, but throughout the Dominion and the United States.

The remains of Monseigneur de Laval, which had been interred after his death 6th May, 1708, in the Basilica, and afterwards exhumed and reinterred in the same place by Mgr. Pontbriand, was discovered during some excavations in the Basilica in 1877, and were reinterred with great ceremony and pomp on the 23rd May, 1878, a procession bearing the remains and visiting the four churches, which, it is said, were called at by the first funeral cortege; the Seminary Chapel, the Ursuline Chapel, the Congregational Chapel, and the St. Patrick's Church, in lieu of the Recollet Church, no longer in existence. On this occasion 100 guns were fired at intervals of one minute and a half, from the Jesuit Barracks yard, by the Volunteer Field Battery.

THE BATTERY.

*Leaving the University by the eastern entrance the visitor finds himself on the Battery. The names following are the different batteries, extending from the site of the Parliament Building to Palace Gate: The Assembly Battery, 9 guns; the Grand Battery, 17 guns; the St. Charles Battery, 2 guns and 3 bombs; Half Moon Battery, 1 gun; Hope Gate Battery, 4 guns; Montcalm Battery, 4 guns; Nunnery Battery, No. 2, 4 guns and 2 howitzers. In addition to these there are, in the Lower Governor's Garden and beneath the Dufferin Terrace, Wolfe's Battery of 4 guns and 1 Pallisser cannon and two minor batteries with 4 guns.

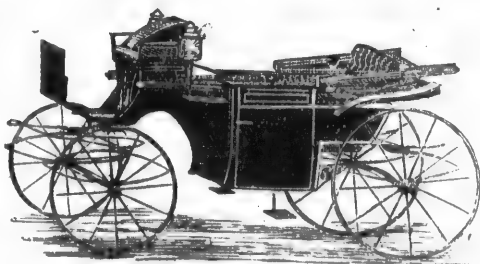
Hope Gate, like the others, has been demolished, and a promenade occupies the site of the former block house. At a short distance to the west of this promenade is the residence of Montcalm now converted into ordinary dwelling-houses.



ASK AT

St. * Louis * Hotel

FOR CARRIAGES



OR AT LIVERY STABLES,

95, 103 and 109 St. Ann Street

QUEBEC.

CARRIAGES, COUPÉS AND BUGGIES

ON HIRE WITH OR WITHOUT DRIVER

AT LOWEST TARIFF RATES.

George Hough,

Proprietor.

Process
the Laurent
of the mean
farms. The
house is now
the street, v
allowed to t
lessness, wh

Outside
that remains
revelry and
the Castle o
the superior
plottings of
from the Pu
France. His
also a porte
in close
quarters, d
luxurious, fo
It is now occ
the Canadian

This is b
old gate was f
had to be de
narrow that o
get through
Government i
advantage and
which continu
walls, is one o
not unraveled

On d'Auto
Kent Gate the
in June 1879.
turret, from wh
and River St. l
church was con
stolen by a man
ago, inaugurate
this last crime,
Opposite is the
to the west by
fortification wh
peering : road-
no one to say n
the Esplanade

Proceeding along by the Battery road, the view of the St. Charles valley and the Laurentides is enchanting, and the suburbs of St. Roch stretch along the banks of the meandering St. Charles till they merge into green fields and happy-looking farms. The next gate is Palace Gate, demolished beyond recognition. Its guard house is now no more, and the barracks, which once stood on the opposite side of the street, were one Christmas night destroyed by fire, the result of the freedom allowed to the men by the colonel. The consumption of liquors generated carelessness, which ended in a mass of ruins on the following morning.

Outside the gate, at the foot of the hill, in rear of Boswell's Brewery, is all that remains of the Intendant's Palace, once the abode of luxury, the scene of revelry and debauchery, a building which outshone in splendor and magnificence the Castle of St. Louis, and whose lords considered themselves the equals, if not the superiors, of the governor's. Here the infamous Bigot-concocted the nefarious plottings of the Friponne; here he squandered the thousands which he robbed from the Public Treasury, and pilfered from the downtrodden inhabitants of New France. His princely mansion now serves but as vaults for casks and puncheons of alcohol.

In close proximity to the Artillery Barracks are what were once the officer's quarters, delightfully situated in a shaded park, rejoicing in a shrubbery, wild and luxurious, forming the *beau ideal* of cool retreats, amidst piles of brick and mortar. It is now occupied as a military laboratory for the manufacture of ammunition for the Canadian Government.

ST. JOHN'S GATE.

This is but a modern structure, which might as well been left unbuilt. The old gate was found to be such an obstruction to general traffic and travel that it had to be demolished, there being through it, but one passage, which was so narrow that only a single vehicle at a time could pass, and foot passengers could not get through with difficulty. The present gate had to be built, for the English Government insisted upon the old one being replaced in case of war. It has no advantage and is a great drawback, as the upper part is not impervious to water, which continuously falls upon pedestrians under it. Opposite the gate, within the walls, is one of the old buildings, but it has outlived its story, and imagination has not unraveled it. It is occupied by J. Lyons, a baker.

THE ESPLANADE.

On d'Auteuil Hill, where a street has been cut through the city walls, is the Kent Gate the foundation stone of which was laid by H. R. H. the Princess Louise in June 1879. It is a very handsome erection, built in the Norman style with a turret, from which can be had a magnificent view of the valley of the St. Charles and River St. Lawrence. Near by is the Church of the Congregation. In this church was committed a daring robbery and sacrilege; the altar ornaments being stolen by a man named Chambers and his gang, who, at the time, over forty years ago, inaugurated a reign of terror by their astounding and many robberies. Of this last crime, however, he and his gang were found guilty and were transported. Opposite is the Esplanade, which runs as far as St. Louis street, and is bounded to the west by the city walls. From the summit one can trace the old French fortification which defended the city in its early history; but these are fast disappearing; road-makers and house-builders are using up the material, and there is no one to say nay to the vandals. Before the withdrawal of the Imperial troops, the Esplanade was strictly guarded; sentinels patrolled the ramparts, and no



OULATCHOUAN FALLS, LAKE ST. JOHN.

thorough
clubs in t
there con
amusemen
naders wi
here also
There are
found on
these, and

The b
by the Roy
of officers

At the
gained ; an
after Lord
ed, and visi
the walls ar
ketry, so as
ing all appro
manding the
lser. Across
stables and
directly over
Armstrong g
and the view
for many n
the decisive
are to be see
the event of
Immense mil
twenty thous
the city, it co
of about two
ful in the im

Among t
tion of a new
ecture, to be
scheme is not

Passing d
the Ursuline C

thoroughfare was allowed after gun fire. But it is now the resort of the athletic clubs in the city ; lacrosse, foot-ball, base-ball, cricket and other games are played there continually during the summer, and snow-shoeing and tobogganing are the amusements of winter. The Band of "B" Battery, at times delighted the promenaders with their evening concert till they were transferred to the Terrace and here also the Military of the Citadel and the volunteers perform their evolutions. There are still some remnants of past glory. A few dismounted cannons may be found on the ramparts, while a dozen more lie side by side on the ground beneath these, and the sentinel poplars still keep there watch as of yore.

THE GARRISON CLUB.

The building next the foot of Citadel Hill, of one story, was formerly occupied by the Royal Engineers, and is now used by the Quebec Garrison Club, composed of officers of B Battery and citizens.

THE CITADEL.

At the top of the Hill is the Chain Gate, by which access to the trenches is gained ; and to the Citadel the visitor passes through Dalhousie Gate, called so after Lord Dalhousie, once a governor of the colony. At this gate a guard is stationed, and visitors are furnished with a guide to show them over the Citadel. Behind the walls are casemated barracks for the troops, and these are loop-holed for musketry, so as to command the trenches, while on the summits are cannons, commanding all approaches to the city landward, and on the opposite side are batteries commanding the harbor. Two Armstrong guns are here mounted, as also a huge Paliser. Across the Citadel Square are the officers' quarters ; stores for ammunition, stables and other buildings occupying the western portion of the Square. To the south, directly overlooking the river, is the Flagstaff Bastion, on which is mounted an Armstrong gun. This battery is over three hundred and fifty feet above low water and the view from it is the grandest in the world, commanding the river up and down for many miles. To the west are the Plains of Abraham, where was fought the decisive battle of 13th September, 1759. Three Martello Towers, built in 1812 are to be seen, constructed weak towards the city, so as to be destroyed easily in the event of capture, and strong on the outer side, having cannon mounted. Immense military stores constantly kept ready for use in the Citadel, and arms for twenty thousand are ready at a moment's notice. In the event of the capture of the city, it could easily be destroyed from the Citadel. The B Battery, consisting of about two hundred rank and file, is now quartered there, and seems but a hand-ful in the immense fortress.

Among the improvements proposed by the Earl of Dufferin was the construction of a new Castle of St. Louis in the Citadel, in the Norman style of architecture, to be the residence set apart for the Governor General of Canada, but that scheme is not likely to be carried out.

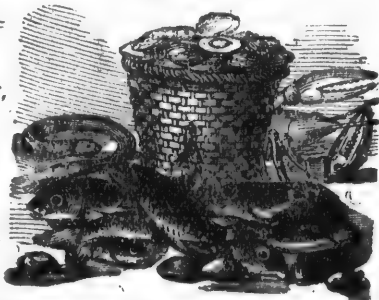
THE URSULINE CONVENT.

Passing down the street opposite these old fashioned structures, we come to the Ursuline Convent and Chapel, where lies the remains of the brave Montcalm,

M. + HOGAN,

Wholesale and Retail Dealer in

Foreign and
Canadian Fruits,
Vegetables,
Eggs,
Poultry and Game.



Fresh, Pickled
& Smoked Fish
Oysters,
Lobsters,
Clams,
Turtle & Terrapins.

FRESH SALMON A SPECIALITY.

Montcalm Market, ———— Quebec.

TELEPHONE 191.

BEHAN BROTHERS,
Dry + Goods + Importers,
Buade Street, QUEBEC.

SPECIALTIES

Dress Goods,
Silks, Satins,
Hosiery, Gloves,
Underwear,

Prints, Gingham,
Shawls, Corsets,
Sunshades, Umbrellas,
Waterproof Cloaks,

Lace Curtains, Curtain Materials, Table Cloths,

Tweeds and Cloths,
Blankets and Flannels,
Carpets and Floor Oil Cloths,
Cottons and Sheetings,
Table Cloths and Napkins in
pure Irish Damask,
Irish Linens and Sheetings,
Towels, Glass Cloths, &c., &c.

Madame D
is usual w
rebuilt, it
Ursuline m
again rebu
were Madu
larged dur
The C
able painti

Jesus sittin
Death of St
Bishop St.
The wise ar
The miracu
The Virgin.
St. Theresa
The Annunc
Christ's adol
The Sacred
The Saviour
The portrait
The Virgin
Redemption
of Merc
France offeri
by a Fr
St. Peter co
Christ .

A monun
attention. O
1832.

The foll
from the Cate
of the compa
the Holy Cro
in 1830.

On the op
Hotel Dieu Co
who brought c
siege of 1750,
vent and hospi
benevolent lad
and attention
Gabriel Lalom
The entrance t
walls.

Madame De la Peltrie, a pious French lady, founded the Convent in 1641, and as is usual with all buildings of that time, it was destroyed by fire, in 1650. Being rebuilt, it was again destroyed on 21st Oct., 1686. On both these occasions, the Ursuline nuns were received by the Hospitalières Nuns of the Hôtel Dieu. It was again rebuilt, the whole colony assisting in its construction : so loved and esteemed were Madame De la Peltrie and the Ursulines. The Convent has been greatly enlarged during the last few years.

The Chapel of St. Ursula is alongside the Convent and possesses many valuable paintings, as follows :

Jesus sitting down at meat in Simon's house.....	Ph. de Champagne.
Death of St. Jerome.....	
Bishop St. Nonus admitting to penance St. Pelagie.....	J. Prudhomme, 1737.
The wise and foolish virgins.....	From Florence.
The miraculous draught of fishes.....	De Dieu, 1741.
The Virgin, the Infant and St. Catherine.....	
St. Theresa in ecstasy.....	
The Annunciation.....	
Christ's adoration by the shepherds.....	
The Sacred Heart.....	
The Saviour preaching.....	Champagne.
The portrait of the Saviour according to St. Luke.....	
The Virgin and Infant.....	
Redemption of Captives at Algiers, by the Reverend Father of Mercy.....	Ristout.
France offering religion to the Indians of Canada, an allegory by a Franciscan, 1700.....	
St. Peter concealing himself to witness the sufferings of Christ.....	Spanish School.

A monument to the memory of Montcalm, erected Sept. 14th, 1859, deserves attention. One to the memory of Montcalm was also erected by Lord Aylmer in 1832.

The following relics are in the Chapel and Convent : The body of St. Clément, from the Catacombs of Rome, brought to the Ursulines in 1687 ; the skull of one of the companions of St. Ursula, 1675 ; the skull of St. Justus, 1662 ; a piece of the Holy Cross, 1667, and a portion of the Crown of Thorns, brought from Paris in 1830.

THE HOTEL-DIEU.

On the opposite side of the street, at a short distance, is the entrance to the Hotel Dieu Convent and Hospital, founded in 1639 by the Duchesse d'Aiguillon, who brought out the Hospitalière Nuns and placed them in charge. Prior to the siege of 1759, it was destroyed by fire, and afterwards rebuilt. It consists of a convent and hospital in which patients are treated gratis. At times, the house of these benevolent ladies is filled with unfortunate invalids, who receive unflinching care and attention from the sisterhood. The bones of the martyr, the Rev. Father Gabriel Lalemant and the skull of Father Brocheuf, are deposited in the convent. The entrance to the chapel is on Charlevoix street. Some fine paintings adorn the walls.

ST. LAWRENCE HALL

- Montreal, + Canada. -

Location

Central

Possessing all the modern improvements
necessary to make it a first-class
hotel in every respect.

Henry Hogan,
Proprietor.

The Nat
The Virg
Vision of
St. Brun
The desc
The Twel
The Mon

- In the
now under
and greatl
has also be
Patrick's C

The Ti
used by the
again in use

At the
boyant style

Close at
accommodate

In a buik
of \$60,000, is
of the late lat
Parliament, in
University of
of Scotland.
Library.

The Nativity.....	Stella.
The Virgin and Child.....	Noël Coypol.
Vision of St. Thérèse.....	Geul Manageot.
St. Bruno in meditation.....	Eustache LeSueur.
The descent from the Cross.....	Copy by Plamondon.
The Twelve Apostles.....	Copy by Baillargé the elder.
The Monk in prayer.....	De Zurbaran.

ST. PATRICK'S CHURCH.

In the adjoining street (McMahon) is St. Patrick's Church, erected in 1832, now under the administration of the Redemptorist Fathers. It has been enlarged and greatly improved, by frescoing the walls and ceilings. A magnificent organ has also been erected. Attached to it is the Presbytery, and in rear of it is the St. Patrick's Catholic Literary Institute, founded in 1852.

TRINITY CHAPEL.

The Trinity Chapel (Episcopal), in St. Stanislaus street, was for some years used by the military, and was closed after the withdrawal of the troops but is now again in use.

THE METHODIST CHURCH.

At the top of the same hill is the Methodist Church, erected in 1850, in flamboyant style of architecture. It seats about 1,000.

ST. ANDREW'S CHURCH.

Close at hand is St. Andrew's Church, built in 1810 and enlarged in 1821. It accommodates 1,500 persons. A chance and schoolhouse are attached.

MORRIN COLLEGE.

In a building, which was formerly the district gaol, erected in 1814, at a cost of \$60,000, is the Morrin College, which was founded by the magnificent endowment of the late Dr. Morrin of Quebec, in 1860, incorporated by Provincial Act of Parliament, in 1861, and opened in November, 1862. It is affiliated with McGill University of Montreal. Its faculty of Divinity is in connection with the Church of Scotland. The late Mr. Justice Aylwin presented it with his valuable Law Library.

THE POPULAR BOOT AND SHOE STORE

LADIES, GENTLEMEN'S AND CHILDREN'S BOOTS AND SHOES
IN ALL STYLES AND AT ALL PRICES.

Large Sales and
SMALL PROFITS is
the Secret of the
Store of - -

A. J. CARON

Wholesale and
Retail Merchant
and Manufacturer
of Boots and Shoes

LADIES and GENTLEMEN will find at this Store

Boots and Shoes of the Finest Quality

— AND THE MOST ELEGANT MAKE —

For Full Dress, Concerts,
Weddings, Balls, Etc., Etc.

ALL ORDERED WORK GUARANTEED.

PRICES SO VERY MODERATE

AS TO DEFY COMPETITION

The General Public will always find at this Popular Store Boots and Shoes of
all sorts and for all seasons. The most complete
assortment and

The Cheapest Prices in Quebec

Ladies, Gentlemen's and Children's AMERICAN RUBBERS
with and without lining. All reduced.

Overshoes (a la Princesse), Buttoned and Waterproof.
These Overshoes are unique for the Ladies.

A VISIT IS RESPECTFULLY SOLICITED

24 St. John Street, Quebec

JEAN SIMARD,

PROP

A. J. CARON,

MANAGER.

is situat

The
at the foot
in 1845, and
within its

in St. Urs
about 900
place in
Catholics

is a small
Park, and

is a pretty

is also situat
long since b
fully ornam
enlarged an
Peter's in S
street.

This chu
other buildi
it is without
burning of th

OE STORE

S AND SHOES

Wholesale and
Retail Merchant
and Manufacturer
of Boots and Shoes

Quality



COMPETITION

es and Shoes of

Quebec

BERS

proof.



bec

ARON.

MANAGER.

THE WOMEN'S CHRISTIAN ASSOCIATION

is situated on St. Anne street, nearly opposite Morrin College court.

THE HIGH SCHOOL.

The Quebec High School is a handsome building, situated in St. Denis street, at the foot of the Glacis stretching downwards from the Citadel. It was established in 1845, and many of the leading men of the city have received their education within its walls.

CHALMERS' CHURCH

in St. Ursule street, built after the Gothic style, was erected in 1852. It seats about 900 persons. This church was the scene of the Gavazzi riot, which took place in 1859, and was the cause of much inbitterment between the Roman Catholics and Protestants of the city, happily long since subsided.

THE BAPTIST CHURCH

is a small building in McMahon street, opposite the entrance to the Artillery Park, and was erected in 1854.

THE FRENCH PROTESTANT CHURCH

is a pretty little church situated in St. John street, and was erected in 1876.

ST. MATTHEWS' CHAPEL (EPISCOPAL)

is also situated in St. John street, erected in the English burial ground, which has long since been closed. St. Matthews is built after the Gothic style, and is tastefully ornamented in its interior. During the last few years it has been considerably enlarged and a steeple added thereto. There is another Episcopal chapel, St. Peter's in St. Valier street, St. Roch, and the Mariner's Chapel on Champlain street.

CHURCH AND CONVENT OF THE GREY SISTERS.

This church is situated in St. Olivier Street, but it is so hemmed in by the other buildings of the Sisterhood that it is hardly discernible, and moreover, it is without a steeple since its last destruction by fire. On the occasion of the burning of the Parliament Buildings, the sittings of the Chambers were held in this

W. McWILLIAM,

Confectioner

ST. JOHN STREET, - QUEBEC

Chocolate Drops

Bon Bons

AND

CONFECTIONERY FOR THE MILLION

Patronized by His Excellency the Governor-
General, and His Honor the
Lieutenant-Governor
of Quebec.

church, c
liament v
time as t
n the Sc

Imme
tion build
room and

is situated
Jeffery Ha
Board of G

The G
or the Stat
Marine Ho
area. It w
an asylum
the Hospit
sisters of th
Near th
was used as
vaults, used

Just out
supposed to

The Dep
form a magn
arg four stor
ventilation an
buildings at C
view from the
all the Depar
throughtout th

church, or were about to be held, when it, too, fell a prey to the flames, and Parliament was removed to the Music Hall. Grave suspicions were entertained at the time as to the causes of these two conflagrations. Hundreds of children are educated in the School.

YOUNG MEN'S CHRISTIAN ASSOCIATION.

Immediately outside St. John's Gate is the Young Men's Christian Association building, the lower part of which is let as shops. In it are a library, reading room and lecture hall, and the building is open to the public.

JEFFERY HALE HOSPITAL

is situated opposite the Convent of the Grey Sisters, and was founded by the late Jeffery Hale, who passed his life in doing good. It is under the direction of a Board of Governors.

THE GENERAL HOSPITAL.

The General Hospital is one of the finest institutions of the kind in Canada, or the States. It is situated on the south bank of the St. Charles, not far from the Marine Hospital. The buildings are extensive, and with the gardens cover a large area. It was founded by Monseigneur de St. Valier, second Bishop of Quebec, as an asylum for incurable diseases. In 1692, it was placed under the charge of the Hospitalière Nuns, who, in 1701, constituted a separated body from their sisters of the Hôtel-Dieu.

Near the General Hospital is a wind-mill of a most old-fashioned order. It was used as a fort for the Convent. On the opposite side of the river are immense vaults, used at the time of the French for storing provisions.

THE SKATING RINK.

Just outside the city walls, on the Grand Allée is the Quebec Skating Rink, supposed to be the finest on the Continent.

THE DEPARTEMENTAL BUILDINGS.

The Departmental Buildings are on the north side of the Grand Allée, and form a magnificent pile. They are constructed in the modern style of architecture, are four stories in height with a mansard roof and towers at each corner. The ventilation and drainage are good, being much superior in those respects to the buildings at Ottawa. Being erected on almost the highest part of the city, the view from the roof and upper stories is unrivalled. In these buildings are contained all the Departments of the local Government, which heretofore were scattered throughout the city.



MACDONALD BROS.
IMPORTERS **OUTFITTERS**
 OF
 LONDON and NEW YORK
 Novelties
 Men's Fine
 Furnishings.

106½ Sparks St
OTTAWA.

This is
 not far from
 erected to th
 lives in the
 burned.

These D
 1890. They
 Lawrence an
 and on the R
 forming the
 Harbour, hav
 between 26 a
 2860 feet. I
 of water is 2
 a depth of 26
 Spring ti
 rise of tide h
 and one-half
 is virtually gr
 wet dock has
 and a Quay f
 Vessels v
 four hours, th
 to permit of t

The Emb
 Wall 800 feet
 On the E
 Canada Pacific
 Company's sy
 Warehouse
 Cross-Wall, fo
 The Railw
 ed directly fro
 The Wet I
 reason, special
 ent of the rail
 Northern Quay
 and the lighter

Special per
 the discharging
 business from t

Large areas
 Yards and Grain

THE DRILL SHED.

This is a magnificent building, erected on the south side of the Grand Allée, not far from the Department buildings. In the square opposite is the monument erected to the memory of major Short and staff Sergt. Wallick who sacrificed their lives in the St. Sauveur conflagration in 1890 when several hundred houses were burned.

THE LOUISE EMBANKMENT AND DOCKS.

These Docks are now complete, and have been opened to shipping since May, 1890. They are situated on the Point formed by the confluence of the River St. Lawrence and St. Charles; being bounded on the North by the St. Charles River and on the East by the St. Lawrence; the principal business portion of the City forming the remaining sides. The Docks consist essentially of an outer or tidal Harbour, having a water area of about twenty (20) acres and a general depth of between 26 and 27 of water at low water Spring Tides; with a Quay frontage of 2860 feet. Immediately along the face of the Embankment Quay Wall, the depth of water is 24 feet; but a vessel by standing out ten feet from the wall can obtain a depth of 26 feet.

Spring tides raise eighteen (18) and neap-tides twelve (12) feet; the average rise of tide being fifteen (15) feet; but as the tide rarely falls to within one and one-half ($1\frac{1}{2}$) feet of the low water datum, the depth of water in the Tidal Basin is virtually greater than that given by the above mentioned depths. The inner or wet dock has a water area of about 40 acres, and a general depth of water of 27 feet; and a Quay frontage of 3700 feet.

Vessels wishing to enter the Inner or Wet Dock can do so twice in the twenty-four hours, the gates being opened for a couple of hours at each time of high water, to permit of the exit and entrance of vessels.

THE EMBANKMENT AND CROSS-WALL.

The Embankment is about 4000 feet long, and 330 feet wide, and the Cross-Wall 800 feet long and 150 feet wide.

On the Embankment are four lines of Railway tracks, connecting with the Canada Pacific, Lake St. John, and Quebec, Montmorency & Charlevoix Railway Company's systems, giving ample facilities for the handling of all kinds of freight.

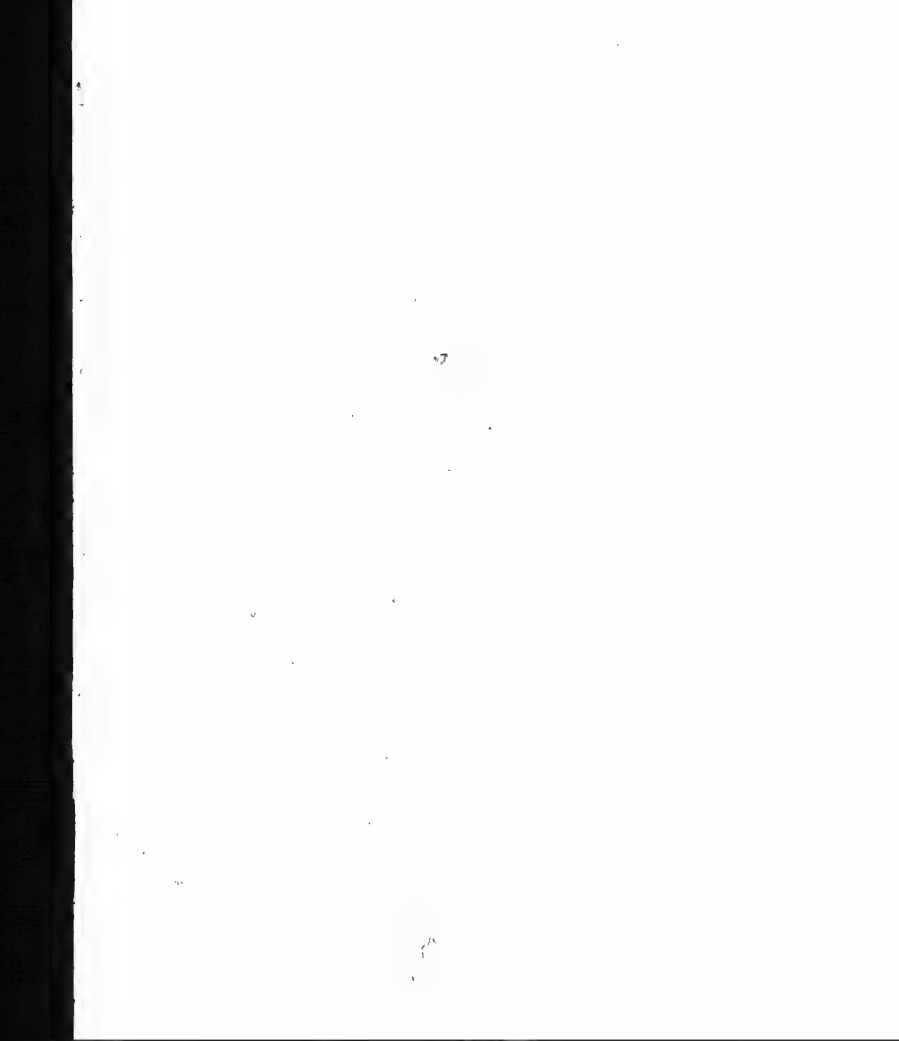
Warehouses and Freight Sheds have been erected on the Embankment and Cross-Wall, for the protection of perishable goods.

The Railway lines are so arranged, that vessels can be discharged into or loaded directly from the cars.

The Wet Dock, where the water remains at a constant level, affords, for this reason, special facilities for loading or unloading cheaply and expeditiously, into or out of the railway cars—no extra charge being made for entering this Basin. The Northern Quay Wall, facing on the River St. Charles, is for the use of river craft and the lightering of lumber and other cargoes coming down by rail.

Special portions of the Embankment and Cross-Wall have been set apart for the discharging of coal, in order to avoid any interference or interruption to either business from this cause.

Large areas on the Embankment have been reserved for the erection of Cattle Yards and Grain Elevators one of the latter being built at the present time; which



THE RUSSELL

OTTAWA



The Palace Hotel of Canada

THIS MAGNIFICENT NEW HOTEL IS FITTED

UP IN THE MOST MODERN STYLE.

The RUSSELL contains accommodation for over *Four Hundred Guests*, with Passenger and Baggage Elevators, and commands a

SPLENDID VIEW OF THE CITY, PARLIAMENTARY GROUNDS, RIVER AND CANAL.

Visitors to the Capital having business with the Government find it most convenient to stop at the RUSSELL where they can always meet leading public men.

The entire Hotel is supplied with escapes, and in case of fire there would not be any confusion or danger.

EVERY ATTENTION PAID TO GUESTS.

when construction facilities. T
vessels now

These D
Banks, and

Near the
architecture,
shops leading
1864 and short

Much tha
peared. The
travelled and th
and were patro
appearance to
ancient, having
place in our da
a broad thron
archway, was a
ment a new th
under the Fron
in 1631 by a har
gate was built
strator. It wa
has followed th

In 1827, u
the citadel the

There are,
objects of attrac
ence of the city

varying beauty
combination of

L

WA



nada

DERN STYLE

hundred Guests,

GROUNDS.

vernment find
always meet

n case of fire

when constructed, will enable the Commissioners to provide additional trade facilities. The entrance to the Tidal Basin is 200 feet wide ; so that the largest vessels now navigating the St. Lawrence can enter without difficulty..

These Docks are in the immediate vicinity of all the principal Shipping Offices, Banks, and business portion of the City and are lighted throughout by Electricity.

THE CUSTOM HOUSE.

Near the Commissioners' Wharf is the Custom House, a fine building of Doric architecture, built of cut stone, and whose front faces the St. Lawrence, with steps leading down to the water edge. It was built in 1854, consumed by fire in 1864 and shortly afterward rebuilt.

THE GATES.

Much that is interesting and ancient in Quebec has in the last few years disappeared. The old gates, which excited the curiosity of the traveller, have been levelled and the fortifications and walls of the city, which then bristled with cannons and were patrolled night and day by the vigilant sentinel, have changed the warlike appearance to peaceful promenades. St. Lewis and St. John's gates were the most ancient, having been erected in 1694 and rebuilt in 1791. The former has given place in our days to the Dufferin gate and its former zigzag approaches straightened into a broad thoroughfare. St. John's gate, which had formerly but one narrow archway, was also demolished and rebuilt in 1865. Kent Gate was built to ornament a new thoroughfare through the city walls. Palace Gate was also erected under the French domination, and was raised in 1791 by the English and replaced in 1831 by a handsome gate with three arches, which now has also disappeared. Hope Gate was built in 1786 by Colonel Hope, then commandant of the forces and administrator. It was also demolished in 1874. Prescott gate was erected in 1797 and has followed the fate of the others.

In 1827, under the administration of the Earl of Dalhousie, were erected on the citadel the Dalhousie and the Chain Gates.

THE ENVIRONS.

There are, perhaps, but few cities whose vicinity can boast of so many natural objects of attraction as Quebec. Those scenes which from the commanding eminence of the city reveal themselves to the spectator invested with an ever

" Distance lends enchantment to the view "

varying beauty lose none of their attraction as we approach them, but display a combination of charms fresh from the lavish hand of nature. The quiet lakes

The McKay Milling Co.,

LIMITED,

OTTAWA, ONTARIO,

MANUFACTURE

HIGH GRADE PATENTS,
CHOICE STRONG BAKERS,
AND FANCY FAMILY FLOURS.

GRANULATED, ROUND CUT, MID-CUT, FINE CUT,
FLOUR CUT AND STANDARD GRADES

OF

OATMEAL

TRY OUR CELEBRATED

K. Y.

ROLLED OATS.

Ottawa and New Edinburgh Roller Mills.

whose pl
rushing in
and the m
rich treat
ingly deli
or two hou

The r
the trouble
which over
citadel. T
the rampa
in such rel
acter as th
equally im
bines with
advantage
afforded fo
glacis an a
occasionall
and slate o
Diamond.
the Lower

The S
parallel to
favorite dri
suburbs, co
in the dista
the range w
rays height
March, surr
splendour v

But even th
of the brilli

On the
not only fro
but from so
its name, th
building. M
redoubt ope

whose placid waters are encircled by primeval forests, the impetuous streams rushing in a wild succession of rapids from the mountains to the St. Lawrence—and the numerous cascades in their varied forms of sublimity and beauty afford a rich treat to the lover of nature and render a summer residence in Quebec exceedingly delightful. Many of the principal objects to which we allude are within one or two hours ride from the city.

The ruins of the French works to the south west of the citadel will well repay the trouble of inspection. They appear to have extended to the brow of the cliff which overhangs Diamond Harbour, considerably beyond the present limits of the citadel. The remains of the old wall which was carried along the edge of the rock, the ramparts and a magazine may be distinctly traced by those who feel an interest in such relics. The cliff at the southern extremity is of the same precipitous character as that at the north eastern point of the citadel, and must have presented an equally impregnable front, but that fortress, as it is at present constructed, combines within its limits all the requisite features of such fortifications with the advantage arising from a less extended line of works. A good position is here afforded for inspecting the exterior of the fortifications, which present from the glacier an appearance of combined strength and beauty. On this spot specimens may occasionally be found of the quartz crystals which being mingled with the granite and slate of which the rock is composed have obtained for it the name of Cape Diamond. A wooden staircase affords at *L'Anse des Mères* a communication with the Lower Town.

The St. Lewis and St. Foy roads, which, leaving the city on the west run parallel to each other at but a short distance until they unite at Cap Rouge, are the favorite drives in the vicinity. The St. Foy road, after emerging from St. John's suburbs, commands a very beautiful view of the valley of the St. Charles bounded in the distance by the Bonhomme and Tsoumonthouan mountains, the highest of the range within view from Quebec. As the sun sinks behind them, its declining rays heighten the beauty of the landscape and in the clear frosty atmosphere of March, surmount the dark and undulating outline of the mountains with a gorgeous splendour which sets the pencil of the artist at defiance.

“ — parting day
Dies like the dolphin, whom each pang imbues
With a new colour as it gasps away,
The last still loveliest, till— 'tis gone and all is gray,”

But even the beautiful description of the poet fails to convey an adequate idea of the brilliant appearance of the heavens as they

“ Melt to one vast Iris of the west,
Where the day joins the past Eternity.”

On the left of the road, two miles from the city, is Holland House, interesting, not only from its having been the head quarters of Montgomery in the siege of 1776, but from some romantic incidents connected with the family from which it derived its name, the ashes of some of whom have found a resting place in the rear of the building. Near St. Foy church, about five miles from town, are the remains of a redoubt erected by the English on their first taking possession of Quebec.



ASK TO SEE THE Vendome Club

One of the most handsomely decorated buildings

IN THE CITY.

Billiard Room,
Private Dining Rooms,
Parlors, Baths, etc.,

ON THE PREMISES.



581 St. Joseph Street, • QUEBEC.

M. COTE, Manager.

To the no
Bi-chloride of
buildings of its
site overlooking
the distance is
of the Dominio
The Institute is
erly an Inebria
was also Ho
is the monume
at the battle of
surmounted by
cannons are pla
ing inscription

On the rig
Governor of Qu
French, and th
Damont's Mill a
great ceremony
General of Cana
Hon. P. J. O. C

This Indian
first objects to e
found the ren
neighborhood of
quoia. Adopting

HE
Club
buildings



BELMONT RETREAT.

as, etc.,

To the north is the Belmont Catholic Cemetery and near by is Father Murphy's Bi-chloride of Cold Institute, kept by Dr. J. M. MacKay. It is one of the finest buildings of its kind and is surrounded by beautiful grounds. It has a magnificent site overlooking the river St. Charles. The landscape stretching for miles in the distance is not to be described. Here patients of the liquor habit from all parts of the Dominion and the United States, find a haven of rest and are being treated. The Institute is large, spacious and airy and has all modern conveniences, being formerly an Inebriate Asylum. The building was once occupied by General Montgomery, as was also Holland House near the city. At about one mile distant from the city is the monument, erected by the St. John Baptiste Society, to the brave who fell at the battle of the Plains in 1760. The monument is of iron on a stone base, and surmounted by a statue of Bellona, the gift of Prince Napoleon. Four bronze cannons are placed at each corner of the pedestal. The monument bears the following inscription :

Aux braves de 1760. Érigé par la Société
St-Jean Baptiste de Québec, 1860.

On the right side are the arms of England and the name of Murray, then Governor of Quebec. On the left side is the name of Levi, who commanded the French, and the arms of old France. On the opposite side is a bas relief of Dumont's Mill and the arms of Canada. This monument was inaugurated with great ceremony on the 19th of October, 1862, by Lord Monck, then Governor General of Canada, and an eloquent discourse was given on the occasion by the Hon. P. J. O. Chauveau.

LORETTE.

BEC.

ger.

This Indian Village, existing within nine miles of the city, must be one of the first objects to excite the curiosity of a stranger, especially a European. Here will be found the remnant of the once powerful Hurons, who sought a refuge in the neighborhood of Quebec, after the treacherous massacre of their tribe by the Iroquois. Adopting, at an early period after the arrival of the French settlers, their

CHICAGO !!

Canadian Bureau Of Information

(INCORPORATED)

Under the patronage of 'La Presse'

LOUIS LeDUC, Manager,

MANHATTAN BLOCK, ☀ 56 Plymouth Place,

CHICAGO.

Office near the Grand Trunk and C. P. R. depots, all
information given to strangers visiting Chicago, so as
to render their sojourn as agreeable as possible.

FOR FURTHER INFORMATION ADDRESS TO THE MANAGER
OR TO THE OFFICE OF "LA PRESSE," MONTREAL.



A number of First-Class Hotels
are at the disposal of
the Office.

...tion a
their new
the Iroquo
Since the
active and
British Na
retaining
and style
The manu
source of
hunt in the
Their serv
these hunt
natives of
embrace th
marked by
and the in
have made
but happil
temperanc
among the
ed himself
present is
it to have
previously
granted to
of the St.
it with the

* The wi
the Lac de
Falls which
objects in t
their stay.
at the brin
with incred
fleece white
combination
the spectato
St. Lawrence
and shallow
the fall. Th
which visito
the aqueduc
visitor shou
through son
east side. I
is necessary
obtain an u
falling water

religion and language, they preserved with rigid fidelity their friendship toward their new allies, who made common cause with them in resisting the incursions of the Iroquois, who carried their old animosity from the distant shores of Lake Huron. Since the conquest of this colony by England they have always been found both active and loyal whenever their services were required and like all other Indians of British North America, they receive annual presents from the government. Though retaining many of the characteristics of the children of the forest, in their houses and style of living they have adopted in a great measure the habits of the Canadians. The manufacture of snow shoes, moccasins, bead and bark work, affords a principal source of subsistence, aided by their fishing and shooting excursions, the moose hunt in the wild forest to the north engrossing much of their time in the winter. Their services as guides are indispensable to officers of the garrison and others in these hunting expeditions, which have been of late years unusually successful. The natives of Lorette have undergone the usual penalty among savage tribes who embrace the habits of civilized life. Their rise in the scale of civilization has been marked by a concurrent fall in that of morality. Their proximity to the capital and the interest naturally excited in strangers by the display of Indian manners have made the village but too often a scene of riot and ill-managed merriment, but happily the efforts of the Catholic clergy have lately succeeded in restoring temperance among the men and decorum among the women. There is but one among them who boasts pure Huron blood—Zacharie Vincent, who has distinguished himself as a selftaught artist by some creditable drawings. The population, at present is over 200 souls, and exhibits an increase since 1821, when Bouchette states it to have been but 137. The village was first settled in 1697, the Hurons having previously resided at Sillery to which Seigniorly they still lay claim as having been granted to them in 1631. The Indian village is beautifully situated on the east side of the St. Charles, a small bridge across the rapids just above the Fall connecting it with the *habitant* village St. Ambroise on the other side.

THE MONTMORENCY.

The wild and rapid river is said to be a continued torrent from its source in the *Lac des Neiges* till it empties itself into the St. Lawrence at the magnificent Falls which bears its name. The cataract is the most interesting of all the natural objects in the vicinity of Quebec and is seldom unvisited by tourists. It is never short of their stay. Its unequalled height, nearly two hundred and fifty feet with a width at the brink of nearly twenty yards—and the great body of water which rushes with incredible velocity down the 'head long height', acquiring as it descends a fleecy whiteness that assumes at a short distance the appearance of snow, form a combination of the sublime and beautiful which fascinates at once the mind of the spectator. It is situated in the centre of a large gap in the north bank of the St. Lawrence about 300 yards in extent, through which its waters pass in a wide and shallow stream after emerging from the chasm among the rocks at the foot of the fall. There are several points from which the view can be varied and of each of which visitors should avail themselves. On the west side a projecting rock near the aqueduct affords a good view of the falls which it overlooks in its descent. The visitor should then cross the wooden bridge just above the cataract and passing through some fields he will obtain a very beautiful view at a little distance on the east side. But to be fully impressed with the height and grandeur of the Falls it is necessary to descend the bank on either side and at the foot of the mighty torrent obtain an unbroken view of its sublimity. A ceaseless spray curls up around the falling waters and when the rays of the sun fall upon its delicate veil the magica

PHILIPPE + ROY, M. D.

PHYSICIAN AND SURGEON

38 ST. LOUIS STREET,

(Opposite St. Louis Hotel)

QUEBEC.

Is a graduate of Laval University of Quebec and a pupil of the Polyclinic Hospitals of New York.

OFFICE HOURS:

FROM 9 TO 11 A. M. FROM 2 TO 4 P. M. FROM 7 TO 8 P. M.

TELEPHONE 882.



effect of
'roar of

The d
of Beauport
the falls, a
bay reduced
cends upon
gradually
are in gene
peculiaritie
greatly res
the toboggan
formerly th

On asc
lime stone
singular ap
cular rock s
posite bank
spring, has
result of art
its channel a
succession o
morency is r
its course wh
miration of t
fishing in thi
and the slipp
Sable a few n
This is follow
fished by the
distances fro
follows:—En
near Johnson
vages, Sable,

The Chau
Quebec, the fo
the famous Sh

effect of the sunbow invests the scene with an additional charm. Here amid the 'roar of waters' the words of the poet must often be recalled.

From side to side beneath the glittering morn,
An Iris sits, amidst the infernal surge,
Like Hope upon a death bed, and, unworn
Its steady dyes, while all around is torn
By the distracted waters, bears serene
Its brilliant hues with all their beams unshorn :
Resembling, mid the torture of the scene,
Love watching Madness with unalterable mien."

The distance from the city is eight miles, the road passing through the village of Beauport which bears the appearance of a continuous street from the church to the falls, a distance of more than three miles. In the winter the road across the ice reduces the distance to six miles. At this season the spray congeals as it descends upon a rock in front of the falls and forms an ice mountain, which increases gradually until it attains nearly half the height of the cataract. Some smaller cones are in general formed near it, but their height and form are varied according to the peculiarities of the season as regards the action of the wind and frost. The falls are greatly resorted to in the winter for the amusement of sliding down the cone with the *toboggan* or Indian sleigh. On the hill close to the falls is a house which was formerly the abode of the late Duke of Kent.

On ascending the west bank of the Montmorency about a mile from the falls the lime stone rocks through which the river rushes with irresistible force assumes the singular appearance known as the *Natural Steps*. On the east side the perpendicular rock surmounted by the wood rises considerably above the level of the opposite bank, where the action of the water when the river is at its height in the spring, has produced a series of steps which rise in as regular gradation as if the result of art. Here the great declination of the bed of the river, the narrowness of its channel and the obstruction it meets with from the projecting rocks causes a succession of rapids which rise and swell with tumultuous violence. The Montmorency is much frequented by the lovers of angling and presents many stations in its course where the attention of the sportsman is divided between his art and admiration of the wild scenery around him. It is in general necessary to wade while fishing in this river, and the proverbial coldness of the stream, its continued rapids and the slippery surface of the rocks demand no little energy for the occasion. The *Sable* a few miles up the river may be indicated as the first spot worth stopping at. This is followed by the *Three Falls*, the *Prairie* and *L'Islet* which are very much fished by the habitants in the neighborhood. Then in regular succession at short distances from each other are found a number of fishing places distinguished as follows:-- *Falle Basse*, *Cano*, near Gordon's Mill, *Potite Roche*, *Grand Rocher*, near Johnson's Mill, *Grande Roche*, *La Broue*, *Pêche à Roussin*, *Pêche aux Sauvages*, *Sable*, near Graham's, *Roche Fondu* and *Cap*.

THE FALLS.

The Chaudiere Falls and the Falls of Ste. Anne situated a few miles out of Quebec, the former on the Chaudiere river on the opposite shore and the latter near the famous Shrine of Ste. Anne, are well worth a visit.

OTTAWA, Canada's Capital!

Tourists visiting the World's Fair

✦ SHOULD GO OR RETURN ✦

Via Ottawa.

✦ THE CANADA ATLANTIC ✦

IN CONNECTION WITH

✦ THE GRAND TRUNK ✦

IS THE FAVORITE ROUTE BETWEEN

✦ Quebec and the Capital ✦

OR

✦ Montreal and the Capital. ✦

T. D. SHIPMAN,

City Ticket Agent,

Opposite St. Louis Hotel,

QUEBEC.

R. A. CARTER,

Agt. Canada Atlantic Ry.,

136 ST. JAMES STREET,

MONTREAL.

There
which offer
or train.
Joseph or C

This Be
from the city
contrasted w
the bay on t
distance acro
island is nin
five parishes

This rom
about seven m
gate a picture
interest will h
stantial dwellin
jealously with
principal attra
ruminate the c
of the last cen
lady whom he
But time reve
of Eleanor and
sacrificed to th
handed down t

THE LAKES.

There are also some very beautiful lakes within a short distance of the city, which offer many allurements to the visitor, and which may be reached by carriage or train. Among the most famous are Lakes Beauport, St. Charles, Calvaire, St. Joseph or Ontariestsi and Sargent.

THE ISLAND OF ORLEANS.

This Beautiful island is one of the most interesting objects in the prospect from the city. Its well cultivated fields sloping to the water's edge are charmingly contrasted with the dark forest that covers its high banks. It serves as a shelter to the bay on the east where it divides the river into the north and south channel, the distance across the bay from the city being nearly four miles. The length of the island is nineteen miles and its greatest breadth about five and a half. It contains five parishes, with a population of nearly five thousand souls.

THE HERMITAGE.

This romantic appellation has been given to a river in the forest at Bourg Royal about seven miles from Quebec. Those who are led from its designation to anticipate a picturesque pile on which the effacing fingers of time have shed additional interest will be rather disappointed when they find but the stone walls of a substantial dwelling house. But its chief interest is derived from the tale of love and jealousy with which it is associated. This invests its isolated situation with the principal attraction in the eyes of visitors who recalling the fatal legend, "inly ruminate the danger" of indulging to excess those fatal passions. In the early part of the last century M. Bégon the Intendant selected this spot for the residence of a lady whom he found it necessary to protect from the watchful jealousy of his wife. But time revealed to the injured wife the clue to this fatal bower when the tragedy of Eleanor and Rosamond was enacted again, the life of its hapless occupant being sacrificed to the fury of her rival if we are to credit the account which tradition has handed down to us.

ital!

's Fair

2. 

TIC 

K 

al 

al. 

c Ry.

ES STREET,
MONTREAL.

Ocean Steamship Company

OF SAVANNAH

G. M. SORREL, Manager.

For the South and Southwest

FROM NEW YORK



FASTEST PASSENGER SHIPS

Carrying the American Flag.

S. S. Kansas City,	S. S. Chattahoochee,
S. S. City of Birmingham	S. S. Nacoochee,
S. S. City of Augusta,	S. S. City of Macon.
S. S. City of Savannah,	S. S. Gate City,
S. S. Tallahassee,	S. S. DeSaug.

FIRST-CLASS TABLE D'HOTE -
UNSURPASSED ACCOMMODATIONS

STEAMERS LEAVE NEW YORK
EVERY

Tuesday, Thursday and Saturday
from New Pier, 35, N. R., foot of
Canal and Spring Street.

CONNECTING WITH EXPRESS TRAINS FOR
Jacksonville, Thomasville and
New Orleans.

Through passage tickets, and bills of
lading issued for all principal
points in Georgia, Flor-
ida, and Alabama.

For further particulars regarding
passage or freight, address

R. M. STOCKING,
32 ST. LOUIS STREET, QUEBEC

R. L. WALKER, Agt., Ocean S. S. Co
New Pier 35, N. R., New York.



two hours and
substantial n
Trains wi
in magnificent S
which, by sp
except Monda
the train from
the steamer r

Company

Southwest

Passenger Ships
American Flag.

S. S. Chattahoochee,
S. S. Nacoochee,
S. S. City of Macon,
S. S. Gate City,
S. S. Dessong.

Hotel d'Hôte -
Accommodations

Leave New York

on Friday and Saturday

at 10 A. M., foot of
King Street.

Express trains for
Massachusetts and
Alabama.

Tickets, and bills of
fare, at all principal
cities, Florida,
Alabama.

Particulars regarding
crossing.

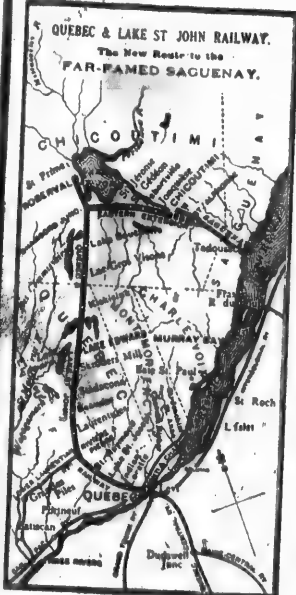
Shipping,
See, Quebec

S. S. Co

Quebec & Lake St. John Railway.

OPENING OF THE CHICOUTIMI EXTENSION.

THE NEW ROUTE TO THE FAR-FAMED SAGUENAY.



The Eastern Extension of this railway from Lake St. John to Chicoutimi will be completed and in operation by 1st July next.

This is a very important addition to the system, by which tourists will be offered a round trip, namely: from Quebec to Lake St. John and thence to Chicoutimi by rail, and down the Saguenay and back to Quebec by water, by the well known steamers of the Richelieu and Ontario Navigation Co.

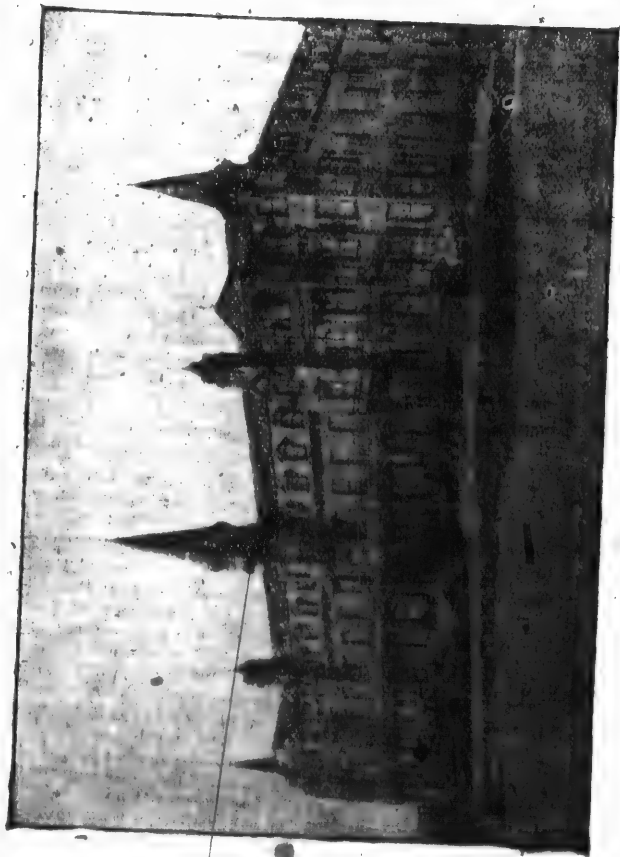
It is no exaggeration to say that this trip for grandeur of scenery is unequalled in America.

The proposed arrangements for passenger service to the Saguenay commencing on the 1st July, 1893, will be as follows:

Passengers will leave Quebec at 8.30 A.M., daily, except Sunday, arriving at Roberval, Lake St. John (190 miles); at 4.50 P.M. The train runs to the door of the new and magnificent Hotel Roberval, which has accommodation for 300 guests, and is equipped with luxurious furniture, hot and cold water baths, electric light, and every convenience of a first class city hotel. Here the traveller can enjoy an excellent dinner and a comfortable night's rest. And, if he does not desire to make a longer stay, he may take the train early next morning for Chicoutimi. The run to that town (64 miles) will be made in

two hours and a half, over a well finished, well ballasted road, built in the most substantial manner, and thoroughly equipped. Two trains, each way, daily.

Trains will run to the steamboat wharf, at Chicoutimi, connecting with the magnificent Saguenay steamers of the Richelieu and Ontario Navigation Co., which, by special arrangement with the railway, will leave Chicoutimi daily, except Monday but including Sunday, in July and August, 1893, on the arrival of the train from Roberval. The run down the Saguenay will be made by day light, the steamer reaching Rivière du Loup at about three in the afternoon, where



HOTEL ROBERVAL.

passenger
intercolle

A lo
accommod
attraction

The
steamer,
island of
(fresh wa

These
which are

The
passed p
"Canada

The c
ing physi
equipped
passenger
Roberval
popular re
on the line
famous for
folder, in a
phlets issu

Passen
daily, exce
8.30 P.M.,

All day
comfortable
improving
in the way
and in term
best finished

passengers may either drive to the Cacouna Hotel, or take trains for points on the Intercolonial Railway, or go on by steamer to Murray Bay and Quebec.

A longer stay at Roberval is however advised, in addition to excellent hotel accommodation, Lake St. John and the country surrounding it offer innumerable attractions.

The Hotel Roberval is run in connection, and is in daily communication, by steamer, with the "Island House," a new and commodious hotel built on an island of the Grand Discharge of Lake St. John, in the center of "Ouananiche" (fresh water salmon) fishing grounds.

These hotels control the fishing rights of Lake St. John and tributaries, all of which are free to their guests.

The railway, from Quebec to Roberval, runs through a country of unsurpassed panoramic magnificence, which has been appropriately named the "Canadian Adirondacks."

The climate of Lake St. John is beautiful, and has been pronounced by leading physicians to be very beneficial for invalids. A substantial, elegantly equipped steel framed steamer, the "Mistassini," with a capacity for 400 passengers, runs on Lake St. John, especially for the service between Hotel Roberval and the fishing grounds of the Grand Discharge. Besides this most popular resort at the Northern end of the road, there are numerous other places on the line, such as Lake St. Joseph, St. Raymond and Lake Edward (the latter famous for the finest trout fishing in America), which are fully described in the folder, in a beautifully illustrated guide book, and in the several books and pamphlets issued by the company, copies of which are mailed free to applicants.

Passengers preferring to return to Quebec by rail may leave Chicoutimi daily, except Sunday, in the afternoon, and Roberval daily, except Saturday, at 8.30 P.M., arriving at Quebec at 6 A.M., daily except Sunday.

All day trains are equipped with elegant parlor cars and night trains with comfortable sleeping cars. Upwards of a million dollars have been expended in improving the main line since it was opened for traffic from Quebec to Roberval, in the way of reducing grades and curves, additional ballast, new rolling stock, and in terminals at Quebec, and we can safely say that the road is one of the best finished and equipped lines in Canada.



ESTABLISHED 1842.

Alexander

219 St. James Street, Montreal,

MANUFACTURER OF

FINE CANDIES, ----- BON BONS,

CAKES AND PASTRY, Fresh Daily,

WEDDING CAKES a specialty.

Coffee + and + Lunch + Room

Open from 7 A.M. to 7 P.M.

VISITORS TO MONTREAL WILL FIND THIS A

First-Class Dining Room for Ladies and Gentlemen.

Ladies can leave their parcels and hand baggage with us while doing their shopping in the City.

CHARLES ALEXANDER,
219 St. James Street.

Altho
a great r
any on th
erected by
and has
It rightly
munity, in

The si
commandin
granite and
of the entr
an idea of
as the visit

On ent
and taste w
to the uppe
room for th
elevator, an
reaches the
St. Charles,
picture of t
throughout
elm, well ar

This bui
& Cle., is wo
have an opp

Q

Montreal,

BONS,

aily,

ecialty.

Room

A.
tlemen.
le doing their

DER,
63 Street.



Although ancient in many of her architectural buildings Quebec can boast of a great many buildings that surpass in beauty, grandeur and progressiveness, any on the continent. The above illustration is a view of a new warehouse lately erected by the large wholesale dry goods firm of Messrs. P. Garneau, Fils & Cie., and has been termed, the finest structure of its kind in the Dominion of Canada. It rightly deserves the compliment and stands pre-eminent in the mercantile community, in the lower part of the town.

The site on which the massive building stands, is one of the most striking and commanding in the city. It is 95 by 81 feet. The warehouse, which is composed of granite and iron, presents a bold front, and runs six stories high. The outer portals of the entrance are composed of iron and wood, and impart to the noble structure an idea of strength and durability, which we may state, is everywhere observable as the visitor pursues his investigation inside.

On entering the building, one cannot help being struck at the beauty, simplicity and taste which are displayed on every hand. A handsome ash staircase, leading to the upper flats, confronts the spectator, and next to it are the toilet and coat room for the employees. After climbing five flights of stairs, or going up in the elevator, and viewing the immense assortment of goods on each story, one reaches the cupola which supplies a splendid view of the harbour and the River St. Charles, while from the roof, which is covered with zinc plate, a commanding picture of the city and district, meets the eye at every turn. The woodwork throughout the building is composed entirely of ash. The movable furniture is of elm, well seasoned and carefully selected, not a knot or a blemish being visible.

This building, while purely a business investment of Messrs. P. Garneau, Fils & Cie., is well worth a visit, as its site commands a view that the stranger will not have an opportunity of seeing from any other point.

AMERICA'S SCENIC LINE

The Richelieu & Ontario Navigation Co.

Owning and operating the
greatest Line of Steamers
on inland waters.

800 MILES OF LAKES,
RIVERS AND RAPIDS.

From Toronto to Montreal, Quebec and the far-famed Saguenay

PASSING THROUGH THE GLAMOROUS SCENERY OF THE

Thousand Islands and the world-renowned Rapids of the St. Lawrence.

TORONTO-MONTREAL LINE

The fine iron Steamers "Spartan," "Corsican," "Passport" and "Algerian," leaving Toronto daily (Sundays excepted) at 2 p.m., arriving at Montreal 6.30 p.m. the following day, calling at Bowmanville, Port Hope, Cobourg, Kingston, Clayton, Round Island, Thousand Island Park, Alexandria Bay, Brockville, Prescott and Cornwall, and connecting at Montreal with steamers for Quebec and the Saguenay. This service will commence about June the 1st and end September 30th.

KINGSTON-MONTREAL LINE

"Columbian" and "Bohemian." These steamers are in addition to the regular line from Toronto and leave Kingston daily (except Sunday) at 5.15 a.m., making connections with Grand Trunk and Canadian Pacific Railways at Kingston, and Rome, Watertown & Ogdensburg at Clayton, calling at Round Island, Thousand Island Park and Alexandria Bay, arriving at Montreal at 6.30 p.m., and making close connections with steamers for Quebec and the Saguenay.

MONTREAL-QUEBEC LINE

The palatial iron steamers "Quebec" and "Montreal" leaving Montreal daily (Sundays excepted) for Quebec, and calling at intermediate ports, reaching Quebec the following morning.

MONTREAL-SAGUENAY LINE

Composed of the magnificent iron steamers "Carolina," "Canada" and the "Saguenay," the two former leaving Montreal Sundays, Mondays, Wednesdays and Thursdays, upon the arrival of the Western Steamers, for the Saguenay without change. The steamer "Saguenay" leaves Quebec on Wednesdays and Saturdays at 7.30 a.m. for the Saguenay, calling at usual ports, the three steamers forming a daily line between Quebec and the Saguenay.

TICKETS

and information may be obtained from the principal Railway and Ticket Offices throughout the United States and Canada. Staterooms can be secured upon application to

J. F. DOLAN, No. 2 King Street East, TORONTO, Ont.

H. FOSTER CHAFFEE, 123 St. James Street, MONTREAL, Que.

J. McCONNIFF, Windsor Hotel, MONTREAL, Que.

L. H. MYRAND, QUEBEC, Que.

ALEX. MILLOY,

Traffic Manager.

J. CHABOT,

General Manager.

W. F. CLONEY,

Passenger Agent.

N. K. CONNOLLY, PRESIDENT.

GENERAL OFFICES: 228 ST. PAUL STREET, MONTREAL.

Rich

There
Quebec, t
the steam
same on
thriving t
ment to t
Basin, the
Quebec, th
the termin
Railways
the town
There is al
morenci F
from the ci
ed the "Isl
It is situat
granteat w
very fertile
land being
churches ar
and 7,000.

As soon
altitude of a
which was r
water comm

is now seen
Many islands
renowned for
this point th
to render its
we view Baie
mines. All
wildest scene

ntario

00 MILES OF LAKES,
RIVERS AND RAPIDS.

med Saguenay

St. Lawrence.

an," "Corsican,"
epted) at 2 p.m.,
ownmanville, Port
land Park, Alex-
at Montreal with
nce about June

Those steamers
on daily (except
Canadian Pacific
ayton, calling at
at Montreal at
d the Saguenay.

and "Montreal"
at intermediate

steamers "Caro-
ntreal Sundays,
tern Steamers,
ves Quebec on
at usual ports,
guenay.

l Railway and
and Canada.

ONEY.
nger Agent,

EAL.

Richelieu & Ontario Navigation Company.

INFORMATION FOR TOURISTS

VISITING THE

RIVER SAGUENAY.

There are many objects of interest to note in making this excursion. In leaving Quebec, there is a fine view of the city and harbor from the promenade deck of the steamer. Cape Diamond, with its citadel and battlements, the city surrounding same on all sides, its domes and spires, the ramparts and batteries crowning this thriving town, the fertile plains of Beauport in the foreground, lend an enchantment to the sight seldom found; also the harbor improvements; the Louise Tidal Basin, the largest on this continent. Looking across on the south side, opposite Quebec, there stands the growing town of Lévis, of about 30,000 inhabitants, being the terminus of the Grand Trunk Railway, the Quebec Central, and Intercolonial Railways; the terminus also of the Royal Mail Ocean Steamers, and Intercolonial Railways; the town stands the celebrated fortifications built by the imperial government. There is also a graving dock, the most extensive in size in America. The "Montmorenci Falls" charm the beholder as the steamer swiftly glides by. Then turning from the city, we see the island of Orleans, which Jacques Cartier in 1535 christened the "Isle of Bacchus," so called from the luxuriant growth of its wild grape-vines. It is situated nine miles below Quebec; it is twenty miles in length, and six in its greatest width. There are several villages scattered over its surface; its soil is very fertile; it rises to a considerable elevation at its western extremity, the high land being fully 350 feet above the water level. There are numerous Catholic churches and one Protestant. The total population of the island is between 6,000 and 7,000. A ferry steamer plies regularly between the city and the island.

CAPE TOURMENT.

As soon as the Isle of Orleans is passed, this cape is well seen; it rises to an altitude of about 2,000 feet. On the highest elevation a cross was erected in 1816, which was replaced by a small chapel erected in 1870. Below this island the salt water commences.

GROSSE ISLE

is now seen in full view; it is noticeable as being the quarantine station for Quebec. Many islands are now passed of remarkable scenic beauty, and very fertile, and are renowned for the quantity of game of all sorts which flock to them in season. At this point the river widens considerably, and ere long has reached such a width as to render its shores almost invisible from the deck of the steamer. Passing onward, we view Baie St. Paul and Isle aux Coudres, which is remarkable for its rich iron mines. All along the route the river presents one continuous panorama of the wildest scenery, only second to the noble Saguenay River.

ONLY DIRECT LINE TO FRANCE.
 Shortest Route to all Principal Ports on the Continent

COMPAGNIE GÉNÉRALE TRANSATLANTIQUE

THE NEW EXPRESS STEAMERS:

LA MOURAYE 10,000 Tons. 12,000 H.P.	LA BOURGOGNE 8,000 Tons. 10,000 H.P.	LA BRETAGNE 8,000 Tons. 10,000 H.P.
LA CHAMPAGNE 8,000 Tons. 10,000 H.P.	LA GASCOGNE 8,000 Tons. 10,000 H.P.	LA NORMANDIE 7,000 Tons. 8,000 H.P.

French Line Mail Steamships BETWEEN

New York --- Havre --- Paris.

Travelers going to or returning from the continent of Europe by taking this line avoid both transit by English railway and the discomfort of crossing the Channel, besides saving time, trouble and expense. For all information and Tickets apply to

'AUGUSTIN FORGET, Gen'l Agt., 3 Bowling Green, N. Y.

Company's Head Office, 6 Rue Auber, Paris.

BRANCH OFFICES, PARIS:

Cabin Passengers, 12 Boulevard des Capucines (Grand Hotel).
 General Ticket Office (Terminus Hotel).
 Steerage Passengers, 5 Rue des Mathurins.
 Freight, 108 Faubourg Saint-Denis.

PRINCIPAL AGENCIES:

H. DeGAALON, Agt., 35 Quai d'Orléans, Havre. | **J. C. HARKER, 24 Chapel St., Liverpool.**
P. FANET, Agent, 5 Gracechurch St., E. C. London.

PRINCIPAL AMERICAN AGENCIES:

BOSTON, MASS.	DUNCAN BAILLY-BLANCHARD,	102 State Street.
BALTIMORE, MD.	ARTHUR W. ROHSON,	133 E. Baltimore Street.
CHICAGO, ILL.	M. W. KOZMINSKI,	186 Randolph Street.
MONTREAL, CANADA.	WM. D'O'BRIEN,	143 St. James Street.
NEW ORLEANS, LA.	MONGENAIS, BOUVIN & CO.,	388 St. Paul Street.
PHILADELPHIA, PA.	EMMANUEL E. PREVOST,	45 Baronne Street.
SAN FRANCISCO, CAL.	GEO. H. LEAF & CO.,	131 Fourth 5th Street.
WASHINGTON, D.C.	J. F. FUGAZI & CO.,	402 Chestnut Street.
	G. W. MOSS,	19 Montgomery Street.
	BELL & CO.,	5 Montgomery Avenue.
		321 Pennsylvania Avenue.
		1487 Pennsylvania Avenue.

R. M. STOCKING, Agent,
 92 St. Louis St., QUEBEC, CANADA.

ANCE.

the Continent

ANTIQUE

RS :

BRETAGNE

Tons. 10,000 H.P.

NORMANDIE

Tons. 8,000 H.P.

ps

Paris.

by taking this line
using the Channel.
and Tickets apply to

N. Y.

r. Paris.

eh.

pel St., Liverpool.

102 State Street.
Baltimore Street.
Randolph Street.
St. James Street.
St. Paul Street.
St. Baronne Street.
South 5th Street.
Chestnut Street.
Gomery Street.
Gomery Avenue.
Gomery Avenue.
Gomery Avenue.

nt,
BRO. CANADA.

MURRAY BAY

is now reached, a favorite watering-place of the Lower St. Lawrence. The village is picturesquely situated amid frowning hills and wild scenery. This is a favorite summer resort for the fashionable world and also for families, the accommodation being unsurpassed. Comfortable hotels, well-furnished and well-arranged boarding-houses, also numerous cottages which are rented to visitors. Here also is a valuable mineral spring, whose waters are highly recommended to invalids; it possesses also good sea bathing and fine bracing air. It is renowned as a sporting-place both for anglers and field sports, surrounded by numerous lakes, all well stocked with the reputed trout, supplied on board the company's Saguenay steamer. Some miles below Murray Bay,

THE PILGRIMS

are seen. They consist of a remarkable group of rocks which from their height are visible at a great distance, the "mirage" seeming constantly to dwell about them, due to refraction of the sun's rays, owing to the rocks being sparsely covered with vegetation. Steaming across the river.

RIVIERE DU LOUP

is reached, situated on the south shore. Connection is made with the Intercolonial Railway. Tourists to or from the Atlantic States or Provinces, via Halifax or St. John, take leave of us here. Those desirous of visiting the far-famed watering-place of

CACOUNA

can, after an exceedingly pleasant drive of about six miles, bordering the sea shore, find themselves in a fashionable resort containing a splendid hotel, situated on the heights crowning the renowned Cacouna Bay. There are also numerous private seaside cottages. The bathing is very good. The lover of Nature will enjoy the beautiful effect of a June or July sunset as seen from here. There are two very fine water-falls at Rivière-du-Loup.

Leaving the wharf, the boat points her course again to the opposite shore, and in less than two hours we find ourselves at.

TADOU'SAC

which is at the mouth of the far-famed Saguenay. This is a very pleasant spot. There is a fine hotel at the head of the Bay which will accommodate 150 guests, with every convenience, and in connection with it all kinds of sports for the amusement of visitors. Within three or four miles in the interior there are numerous small lakes abounding with trout, and between Tadousac and St. Etienne, on the Saguenay River, there is very good sea-trout fishing—free to all. Visitors can be supplied with boats and guides. The company's issue of tickets for the Saguenay affords ample time for tourists to lay over. Tickets are good for a season. There are numerous lakes also around Baie St. Paul, Ha! Ha! Bay, where fine trout fishing can be had. The accommodation at these places is very good. The bathing at this place is very superior. A large number of villas have been erected, including one built by His Excellency Earl Dufferin, now owned by Sir R. Cameron, of New York.

Tadousac is interesting from its having been from an early period the capital of the French settlements, and one of their chief trading-posts. The great white

The Renowned St. Clair Tunnel

COMPLETES THE LINK BETWEEN THE

GRAND + TRUNK + RY.

AND ITS AFFILIATED LINES, viz:

The Chicago & Grand Trunk Railway,
Detroit, Grand Haven & Milwaukee,
Cincinnati, Saginaw & Mackinaw,
Toledo, Saginaw & Muskegon,
Michigan Air Line, etc., etc.

When going to the World's Fair
at Chicago or the Western States,

DO NOT FAIL TO INSPECT THIS

Marvel of Engineering Skill.

Through tickets issued to all the principal points in Canada and the United States.

Pullman and Wagner Palace cars on all Express Trains.

Tourist Fares with endless varieties of routes during summer season.

Periodical and Commutation Tickets, with other special inducements offered to suburban residents.

Apply to any of the Company's Agents for full information.

N. J. POWER,

Gen. Passenger Agent.

G. T. BELL,

Asst. Gen. Pass. Agent.

L. J. SEARGEANT, General Manager.

hotel th
which s
Here an
stone an
the exp
has grow
really e
attracti
the mag

is unque
are very
romantic
width, an
seems on
of Nature
to view
mountain

are worthy
feet. If t
stupendou
bay; its tr
Holy Virgi
out of the
steam wher
passengers
fine. The w
Eternity is
fishing of t
Saguenay.

is reach
name arises
anchorage u
touching bui
dation can b
scenery are
The jou

the most im
about seventy
is built along
at the other
From this p
glorious scene
This bear
Carolina, Can
continui durin

Tunnel

Ry.

iz:

ry,
ukee,
ackinaw,
skegon,
a, etc., etc.

rn States,

Skill.

n Canada and
ins.
mmer season.
ecial induce-

nation,

Pass. Agent.

r.

hotel throws its shadow over the little two-hundred-year-old chapel of the Jesuits, which stands at the foot of its lawn still preserved in all the simplicity of its time. Here are the ruins of a Jesuit establishment, and on this spot once stood the first stone and mortar building ever erected in America, the home of Father Marquette, the explorer of the River Mississippi. A cluster of pine trees over 200 years old has grown from the centre of these historical ruins. Getting aboard again, we now really enter the justly renowned Saguenay. At every turn of the boat some new attraction is discovered; our eyes are strained that we may catch a glimpse of all the magnificent grandeur that now bursts upon us.

THE SAGUENAY RIVER

is unquestionably one of the most remarkable rivers of the continent. Its waters are very clear, and abound in a great variety of fine fish. The scenery is wild and romantic in the highest degree. The first half of its course averages half a mile in width, and runs through an almost untrodden wilderness. This wonderful river seems one huge mountain, rent asunder at remote ages by some great convulsion of Nature. The shores are composed principally of granite, and every bend presents to view an imposing bluff. The capes show a long perspective of steep, high mountain walls, divided by gullies.

CAPES ETERNITY AND TRINITY

are worthy of note. The first rises to a height of 1,900 feet, and the other 1,800 feet. If the only recompense for the visit to the Saguenay was a sight of these stupendous promontories, with Cape Eternity showing its triple crown facing the bay; its triple steps leading up from the river, the cross and the statue of the Holy Virgin, recently erected on the mountain, and the immense precipice rising out of the water,—we are sure no visitor would regret it. The steamers shut off steam when approaching these capes, and the captain shapes his course to give the passengers the best view. The echo produced by blowing the steam-whistle is very fine. The water is said to be over 1,000 feet deep at the base of the rocks. Cape Eternity is by far the most imposing. Nothing can surpass the magnificent salmon fishing of the Marguerite and other streams. As the boat glides up the River Saguenay,

HA ! HA ! BAY

is reached, which is sixty miles from its mouth. It is a magnificent bay. The name arises from the circumstance of early navigators, who, not finding landing and anchorage until reaching this bay, at last broke out laughing, Ha ! Ha ! when touching bottom with their anchors. Good fishing and first-class hotel accommodation can be had here. The fine views of the magnificent bay and the surrounding scenery are truly grand.

The journey ends at

CHICOUTIMI

the most important part of the Saguenay, at the head of the navigation, situated about seventy miles from the St. Lawrence. The town numbers about 3,000 souls, is built along the right shore of the river; numerous saw mills are at one end, and at the other the commanding cathedral, seminary, convent, and the Bishop's Palace. From this place the return journey commences, and passes over again all the glorious scenes which we had before enjoyed.

This beautiful trip is easy of accomplishment. The fine comfortable steamers Carolina, Canada and Saguenay are running regularly to Ha ! Ha ! Bay and Chicoutimi during the pleasure travel, and one steamer during the whole season, of

THE MONTMORENCY ELECTRIC POWER COMPANY QUEBEC.

AS owners of the valuable property known as the Falls of Montmorency, which are 275 feet in height and about six miles distant from the City of Quebec, the above Company proposes to offer power from the water fall and electric power for motive purposes, at low rates and on the most liberal terms, to manufacturers and all others requiring it, as well in and around the city, as in the immediate neighborhood of the famous cataract itself.

At present, the power of the Falls is utilized for lighting the city of Quebec and operating the mills of the Montmorency Cotton Company and Workshops; but the additional amount obtainable from it is very great and its possibilities for profitable manufacturing immense.

Liberal inducements are held out therefore to all wishing to avail themselves of such valuable facilities and, particularly, to manufacturers desiring to locate on the Company's property, which is not only conveniently situated, but very extensive, consisting of about 275 acres extending up the river Montmorency and for over a mile in the harbour of Quebec. The line of the Quebec, Montmorency and Charlevoix Railway passes through the property in close proximity to the Falls, thus affording regular, easy and rapid communication with the city.

The situation of the property is also extremely healthful and beautiful, commanding one of the finest views around Quebec and containing among other delightful residences, Haldimand House, formerly the summer seat of H. R. H. the late Duke of Kent, Her Majesty's father.

For further information apply to the

MONTMORENCY ELECTRIC POWER COMPANY,

PETER STREET, No. 119,

Or to the undersigned,

S. MOHR, General Manager.

naviga
necessa
steami

The
visiting
the Pla
tensive
favorite
they are

The
a distanc
Islands i
being me
wooded,
At times
on their s
effectually
the way is
termina
and yet
ance, boun
as if by ma
scenery pr
riads of wi
very good,
tity of the
great moni
erected the

It is a
can assume
height from
This be
resorts are
will be open
Ontario
local time tal
head of the S

There is
to the tourist
Niagara Falls
Thousand Isl
and the far-fa
and sublime th
route.

COMPANY

Falls of Montmorency, six miles distant, to offer power, at low rates, to others requiring in the neighborhood of

lighting the city of Quebec, Cotton Company, is available from it, is of immense.

wishing to avail of the services of the company, not only can they obtain about 275 acres in the harbour of the Falls, and to the city.

healthful and beautiful, and Quebec, and house formerly of His Majesty's

ANY,

Manager.

navigation. The pleasure seeker will experience all the comfort and accommodation necessary for the full enjoyment of such a trip. After leaving Chicoutimi and steaming up the river, we arrive at

QUEBEC.

The traveler on his return, if time permits, ought to take a rest at Quebec, visiting churches, picture-galleries, the University, the Citadel, the timber covers, the Plains of Abraham, the Terrace, Spencer Wood, and Cap Rouge, also the extensive harbor improvements, and the graving dock at Levis. These are all favorite resorts, and the drives to them can hardly be surpassed in beauty, while they are replete with interest to the student and tourist.

THE THOUSAND ISLANDS.

These Islands commence near Kingston and extend down to Brockville, a distance of over 50 miles. They form the most numerous collection of river Islands in the world, of every imaginable shape, size and appearance, some being mere dots of rock a few yards in extent, others covering acres thickly wooded, and presenting the most charming appearance of rich foliage conceivable. At times the steamer passes so close to these islands that a pebble might be cast on their shore; while, looking ahead, it appears as though further progress was effectually barred, when, rounding the points amid widening passages and bays, the way is gradually opened before us. Again the river seems to come to an abrupt termination. Approaching the threatening shores, a channel suddenly appears, and you are whirled into a magnificent amphitheatre of lake, that is, to all appearance, as if by magic, and a hundred little isles appear in its place. Such is the charming scenery presented on this beautiful route. It is a famous spot for sporting; myriads of wild fowl of all descriptions may here be found. Angling is considered very good, and one of the best places on the St. Lawrence, from the great quantity of the fish. These Islands are becoming famous as a summer resort by the great number of men of the United States, numerous handsome villas having been erected thereon, and other improvements going on increasing every year.

THE SAGUENAY.

It is a river one should see if only to know what what dreadful aspects Nature can assume in wild moods. On either side rise cliffs varying in perpendicular height from 1,000 to 1,900 feet.

This beautiful trip is easy and reasonable in expense. The places of summer resorts are Murray Bay, Cacouna and Tadoussac. At this latter place the Hotel will be open for guests only in the season. The steamers of the Richelieu & Ontario Navigation Company do this service six times a week to Chicoutimi (see local time table) during the traveling season, and Chicoutimi is the last port at the head of the Saguenay River. This description completes the

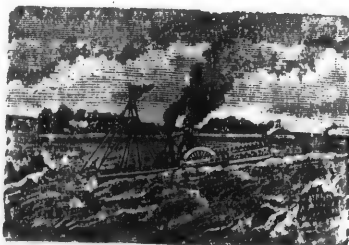
GREAT PLEASURE ROUTE.

There is probably no route in the known world presenting more attractions to the tourist than that from Buffalo to Montreal, Quebec, and the Saguenay via Niagara Falls and Toronto, and by steamer, downwards through Lake Ontario, the Thousand Islands, and the famous Rapids of the St. Lawrence, Montreal, Quebec, and the far-famed Saguenay, all combining to make up more of the wild, romantic, and sublime than can be found in the same number of miles in almost any traveled route.

The + Great + Tourists' + Route + of + America

THE GRAND TRUNK RAILWAY THE POPULAR LINE.

A SHORT DESCRIPTION OF VICTORIA BRIDGE, THE NIAGARA SUSPENSION BRIDGE AND THE ST. CLAIR TUNNEL, AND OTHER CONNECTIONS AS PASSED IN TRAVELLING BY THAT POPULAR ROUTE TO THE WORLD'S FAIR GROUNDS.



RUNNING THE LACHINE RAPIDS.

It may be of interest to the reader to note that the City of Chicago, the site of the Great World's Columbian Exhibition, is the Western Terminus of the GRAND TRUNK SYSTEM, which is a continuous railway line from Quebec, Montreal, and all other cities in Canada to Chicago, and hence presents unusual facilities to visitors to the Great Fair. It may not be amiss, however, in this connection to call attention to the fact that many of the celebrated well-known resorts on the American Continent are on the line of the GRAND TRUNK RAILWAY or reached by its immediate connections; and hence the facilities it offers to tourists are such as are afforded by no other line, and have given it the title of "The Great International Tourist Route." The Grand Trunk traverses a country which presents an almost endless diversity of scenery, renders it a popular thoroughfare with the travelling public at this busy season of the year, when the World's Fair travel is so great and which the GRAND TRUNK has made every facility for handling the immense travel between Quebec, Montreal and other Canadian cities to the World's Fair Grounds (note page advertisement).

Should the readers of these pages be asked to name the most popular pleasure resorts of America, the first, on which there would doubtless be entire unanimity, would be the great Cataract which attracts visitors, not only from all parts of America, but from over the Atlantic, to gaze on the majestic waterfall, the sight of which has inspired the pen of many a poet, and the pencil of multitudes of artists, but to which neither pen nor pencil can do more than faint justice, inspiring though the sight of its mighty waters may be.

Over a precipitous
Lake Erie come to
grander spectacle
Waterfalls there
lakes, with the shore
that height alone
below through which
which the scenery
braced on the continent
in the English language
attempting to convey
of the most graceful
feelings on first beheld
description has been
length we alighted
and felt the ground
slippery with rain



SUSPENSION BRIDGE

river immediately before
manner stunned, and
until I came on the
water!—that it came
how near to my Creator
instant and lasting
tranquility, calm
happiness; nothing
heart, an image of
pulses cease to beat
from my view, and
passed on that enchanted
water; what faces,
depths; what Heaven
many hues, that shades
arches which the clouds

America

NIAGARA FALLS

REACHED BY THE GRAND TRUNK SYSTEM.

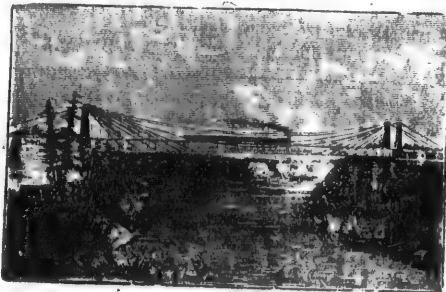
R LINE.

ON BRIDGE AND
RED IN

the reader to
ago, the site
lumbian Exhi-
minus of the
which is a con-
Quebec, Mont-
in Canada to
sents unusual
Great Fair. It
r, in this con-
the fact that
known resorts
it are on the
RAILWAY or
ers to tourists
of "The Great
ry which pre-
thoroughfare
World's Fair
ity for hand-
adian cities to

ular pleasure
re unanimity,
in all parts of
l, the sight of
des of artists,
ice, inspiring

Over a precipice one hundred and sixty-four feet in height, the waters of Lake Erie come tumbling in one grand plunge on their way to Lake Ontario. A grander spectacle is not to be seen on the American continent, if in all the world. Waterfalls there are of greater height, but the immense volume of all the upper lakes, with the sheer descent in one unbroken plunge, give a sublimity to Niagara that height alone cannot impart. The rapids above the Falls, the deep gorge below through which the river flows, and the many points of observation from which the scenery may be viewed, all conspire to render this resort the most celebrated on the continent. To describe Niagara is impossible. The finest writers in the English language are compelled to acknowledge the feebleness of words in attempting to convey to their readers an impression of the grand spectacle. One of the most graceful of modern English writers, Charles Dickens, describes his feelings on first beholding Niagara, in his "American Notes," and probably no description has been more widely read or more frequently quoted. He says: "At length we alighted: and then for the first time, I heard the mighty rush of water, and felt the ground tremble underneath my feet. The bank is very steep, and was slippery with rain and half-melted ice. I hardly know how I got down, but I was soon at the bottom, and climbing, with two English officers who were crossing and had joined me, over some broken rocks, deafened by the noise, half blinded by the spray, and wet to the skin. We were at the foot of the American Fall. I could see an immense torrent of water tearing headlong down from some great heights, but had no idea of shape, or situation, or anything but vague immensity. When we were seated in the little ferry boat, and were crossing the swollen



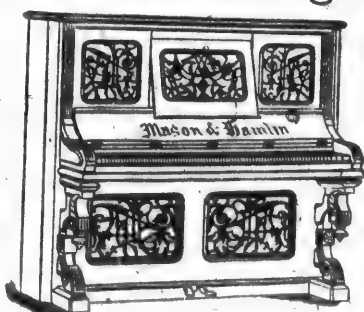
SUSPENSION BRIDGE, NIAGARA FALLS.

river immediately before the cataracts, I began to feel what it was; but I was in a manner stunned, and unable to comprehend the vastness of the scene. It was not until I came on Table Rock, and looked great Heaven, on what a fall of bright-water!—that it came upon me in its full might and majesty. Then, when I felt how near to my Creator I was standing, the first effect, and the enduring one— instant and lasting—of the tremendous spectacle, was Peace. Peace of mind, tranquility, calm recollections of the dead, great thoughts of eternal rest and happiness; nothing of gloom or terror. Niagara was at once stamped upon my heart, an image of beauty; to remain there changeless and indelible, until its pulses cease to beat forever. Oh, how the strife and trouble of daily life receded from my view, and lessened in the distance, during the ten memorable days we passed on that enchanted ground! What voice spoke from out the thundering water; what faces, faded from the earth, looked out upon me from its gleaming depths; what Heavenly promise glistened in those angels' tears, the drops of many hues, that showered around, and twined themselves about the gorgeous arches which the changing rainbows made."

A. LAVIGNE,

Music, Piano and Organ Dealer,

PIANOS from:
MASON & HAMLIN,
KARN & Co.,
KRANICH & BACH,
G. HEINTZMAN,
etc., etc.



ORGANS from:
MASON & HAMLIN,
KARN & Co.,
PACKARD,
etc., etc.

BEST INSTRUMENTS AT LOWEST PRICES. — EASY TERMS OF PAYMENT.

55 Fabrique Street, QUEBEC.

N. B. — Music and Music Books of every description.

PIANOS AND ORGANS TUNED AND REPAIRED.

RD — Richmond & Danville B.R.

THE GREAT WASHINGTON AND SOUTHWESTERN VESTIBULED LIMITED, composed only of Pullman Sleeping and Dining Cars, is operated daily between NEW YORK and NEW ORLEANS via WASHINGTON, DANVILLE and ATLANTA, leaving New York at 4.30 P. M., making the run in only 39 hours.

THE RICHMOND AND DANVILLE FAST MAIL, another LIMITED train, leaves New York at midnight, making the run in corresponding quick time.

In addition to above are other fast trains unequalled by any route. Through Pullman Sleepers are in service between NEW YORK and COLUMBIA, S. C.; AUGUSTA, Ga.; ASHEVILLE, N. C.; MEMPHIS, Tenn.; BIRMINGHAM, Ala.; MONTGOMERY, Ala.; MOBILE, Ala., and all the important points in the South and Southwest.

WALDO A. PEARCE, Pass. Agent, 1228 Washington St.,

GEO. C. DANIELS, Trav. Pass. Agt., Boston, Mass.

H. P. CLARK, G. E. P. Agent,

A. S. THWEATT, E. P. Agent, 1220 Broadway, New York.

SOL HAAS, Traffic Man., W. A. TURK, G. P. Agt.,

WASHINGTON, D. C.

Niagara is the first from Chio Great West the Falls of the gro water is 2 The c of the river the gorge the depth to elevate sider; that one hundr a channel

TH

crossin difficulties; a bridge im its drawback The Grand inci lent to c better meth as the famo in the world and over it cliff at Niag rence River.



P. Agt.

The work was commenced in September, 1888, and it was opened for freight traffic in October, 1891; a little more than three years being required

ROBERVAL HOTEL AND ISLAND HOUSE.

The hotel Roberval is a handsome building overlooking the lake, and close to both the steambot landing and the hotel station of the railway. It has accommodation for three hundred guests, and is one of the most commodious as well as one of the most comfortable houses in Canada. It is supplied with billiard room, bowling alley, and a promenade, ball, and concert hall, and its dining hall measures seventy by thirty-five feet. The furnishings are all quite new and exceedingly handsome, and the house is supplied with hot and cold water and with electric light and bells throughout, even the grounds surrounding it being illuminated by electricity at night. The outdoor attractions are lawn tennis, croquet, fishing, bathing, boating, and driving. (See cut of Hotel.)

The steamer "Mistassini" crosses daily, from Hotel Roberval to the Island House, a hostelry built on an island of the Discharge, in the midst of the most magnificent scenery, specially for the accommodation of anglers and tourists. It is also well supplied with guides and canoes, is under the same management as the Hotel Roberval, and has accommodation for nearly a hundred guests.

H. J. BEEMER,
PROPRIETOR.

T. McKENNA, Manager.

for its c
The wor
mid-rive
together
The
stringer
of the t
The
after on
weighing
boxes 13
diameter
this servi
The
4,000 car
laborious
was one v
the enter
Trunk R
Manager,
having be
to accom
east bound
System fa
which has
No o
manent ch
its project
Grand Tru
come natu
Victoria at

But an
landscape a
Bridge, whi
south shore
six millions
rests upon t
span is 330
altogether, a
so grandly a
a model of c
rooms, for b
An elegant d
tion.

OTEL

ISE.

ing overlooking

the hotel station

ed guests, and

ost comfortable

bowling alley,

hall measures

quite new and

hot and cold

the grounds

The outdoor

boating, and

Roberval to

Discharge, in

the accommo-

with guides

oberval, and

ER,

OPRIETOR.

for its completion. Passenger trains began running through it December 7, 1891. The work was begun at both sides, and carried on until the two sections met in mid-river, and with such accuracy that they were perfectly in line as they came together.

The rails of the track rest upon cross-ties, only six inches apart, laid on stringers, which in turn rest upon a bed of brick and concrete, filling the bottom of the tube.

The engines used to pull the trains through the tunnel and up the steep grade after emerging, are the largest in the world, having ten driving wheels and weighing nearly 200,000 pounds. The boilers are 74 inches in diameter, the fire-boxes 132½ inches long and 42½ inches wide, and the cylinders are 22 inches in diameter with 28-inch stroke. These monster engines were built especially for this service by the celebrated Baldwin Locomotive Works, of Philadelphia, Pa.

The cost of this great tunnel was \$2,700,000, and when it is understood that 4,000 cars can be daily moved through it, and this is contrasted with the slow and laborious transfer by ferry, it will readily appear that the enormous expenditure was one which will yield a quick and profitable return. The honor of promoting the enterprise is due to Sir Henry Tyler, of England, President of the Grand Trunk Railway, and he was ably assisted by Sir Joseph Hickson, late General Manager, and the engineer, Mr. Joseph Hobson. The success of the undertaking having been demonstrated, it is now proposed to construct another, by its side, to accommodate the increasing traffic, thus providing a double track, the one for east bound, the other for west-bound business, and placing the Grand Trunk System far in advance of all its competitors in the matter of crossing the river, which has heretofore presented so many obstacles to rapid transfer.

No one can pass through this tunnel without being impressed by the permanent character of its construction, and it will remain as a lasting monument to its projectors, and a tribute to the indomitable energy and vast resources of the Grand Trunk Railway Company, who have in this tunnel again successfully overcome nature's barriers, as they had previously done by the construction of the Victoria and Suspension bridges.



VICTORIA BRIDGE.

But among all the objects of interest, conspicuous both as a feature of the landscape and for the magnitude of its conception, is the famous tubular Victoria Bridge, which crosses the St. Lawrence, and connects the island by rail with the south shore. It is the property of the Grand Trunk Railway, and cost more than six millions of dollars. With its approaches, it is nearly two miles in length, and rests upon twenty-four piers of solid masonry, besides the abutments. The centre span is 330 feet wide, and the centre tube is 60 feet above the water. It is, altogether, a splendid triumph of engineering skill, and a credit to the company it so grandly serves. The new railway station of the same Company, in Montreal, is a model of convenience, and an ornament to the city. Its comfortable waiting rooms, for both first and second class passengers, are spacious and convenient. An elegant dining hall, serving meals and lunches at all hours, is kept in connection.

— & TO THE —
WORLD'S FAIR!

— VIA THE —

Canadian 
Pacific 
 Railway

❖ **George Duncan,** ❖

CITY PASSENGER AND FREIGHT AGENT,

St. Louis Hotel

And Palace Station.



The

Situ

Strictly

WM.

St. Louis Hotel !

QUEBEC, CANADA

The Leading Hotel of the City



Situated within one hundred yards of the Famous
Dufferin Terrace, from which the grandest
panoramic view in the known
world may be had.

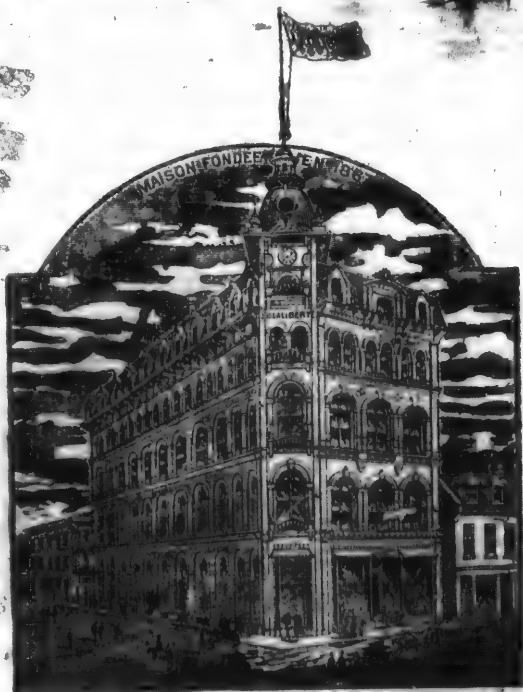
Strictly first-class in all its Appointments

WM. G. O'NEILL, Manager.

J. + B. LALIBERTE,

148 ST. JOSEPH STREET,

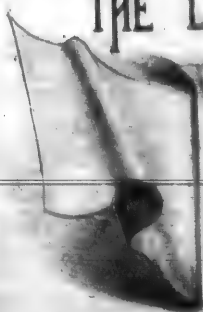
QUEBEC.



THE LARGEST FUR MANUFACTURER

ON THE CONTINENT.

COPYRIGHT 1886, BY BLANCHET PRINTING CO.



ORTE.

ET.

UNION.



ACTURER

BY BLANCKE PRINTING CO.

